

HIGHWAYS HIGHLIGHTS

HELPFUL
TIPS AND
INFORMATION
FOR LOCAL
COUNCILLORS

GAMECHANGER?

A new trial which could revolutionise the way public highways are resurfaced has begun in Essex. Those behind the project hope the addition of a new strengthening compound to traditional surfacing material could increase the lifespan of roads by up to double, greatly reducing future maintenance - and the associated traffic delays - as well as halving the carbon footprint associated with such work.

The trial is being undertaken by Ringway Jacobs and Essex County Council in Chelmsford. Ringway Jacobs supplies highway services to Essex and has brought in the international expertise of its shareholding companies Eurovia UK, in particular, their specialist asset management consultancy Jean Lefebvre UK (JLUK), and partners, to undertake the trial.

Key to the innovation is a technology called Gipave, developed by the Italian company Iterchimica. It consists in adding an advanced product to a traditional surfacing material, in this case, for the first time in UK, a hot rolled asphalt (HRA). JLUK has been fully testing and developing the materials used in the trial in the UK, which have been produced locally, through one of Eurovia's East London asphalt manufacturing facilities.



COMMENT COUNCILLOR LEE SCOTT



CABINET MEMBER FOR HIGHWAYS MAINTENANCE AND SUSTAINABLE TRANSPORT

I have 2 key points that I want to highlight this month. The first being the Members Pothole Scheme; this has been a huge success so far, and I am receiving emails every day from Colleagues asking me to pass on my thanks to the team working on this, as their potholes are being repaired quickly and efficiently.

There are some Members who do not appear to have logged any potholes on the system as yet and I urge you to do this – it is making a huge difference to our Essex residents. I couldn't be more pleased with the work the team has carried out on this scheme – thank you, and congratulations to all those involved.

Secondly, I want to draw your attention to the article in this edition about utility works. I receive multiple emails about this regularly, and I think this article may answer some of the questions that come forward. This may help you to understand the different issues that we face with these types of works.

GAMECHANGER?

Gipave contains graphene – which is 200 times stronger than steel yet extremely flexible – making the asphalt far less susceptible both to hardening and cracking in cold temperatures and softening in warm temperatures. It also increases the elasticity and strength to reduce the wear, particularly under high loading.

Gipave further reduces environmental impacts and carbon emissions (up to 70%) as it contains a specific type of selected hard plastic, which is usually considered non-reusable, avoiding less sustainable disposal methods (landfills, etc.) .

Cllr Lee Scott, Essex County Council Cabinet Member for Highways Maintenance and Sustainable Transport said: “This is potentially a game changer in road and footway surfacing as increasing the expected life of the surface would drastically reduce maintenance costs and half the carbon footprint typically associated with such surfacing.

“Less maintenance also means less disruption for road users so this trial has really positive potential for the travelling public, for council tax payers and for all those who want to see the council provide its services in the most sustainable way possible. We look forward to seeing what the results of trial and what potential benefits the graphene solution might bring to the county – and indeed the rest of the UK.”

Phil Horton, Managing Director, Ringway Jacobs, said: “As a business we believe innovation is key to offering the highest quality and best value services to our clients. Our company structure enables us to call on the expertise of industry leaders across the world and we are delighted to be bringing that know-how to Essex in a project that could save time and money while at the same time reducing the carbon footprint associated with resurfacing work.”



UTILITY WORKS: EMERGENCY OR IMMEDIATE?

We work extremely hard to co-ordinate all roadworks taking place on our network. However, emergency situations like burst water mains do occur and when they happen, Utility companies do not need to apply for permits like they ordinarily would for planned works.

Instead, they just need to ensure that we are informed of the works within two hours of them starting. There are two types of immediate works:

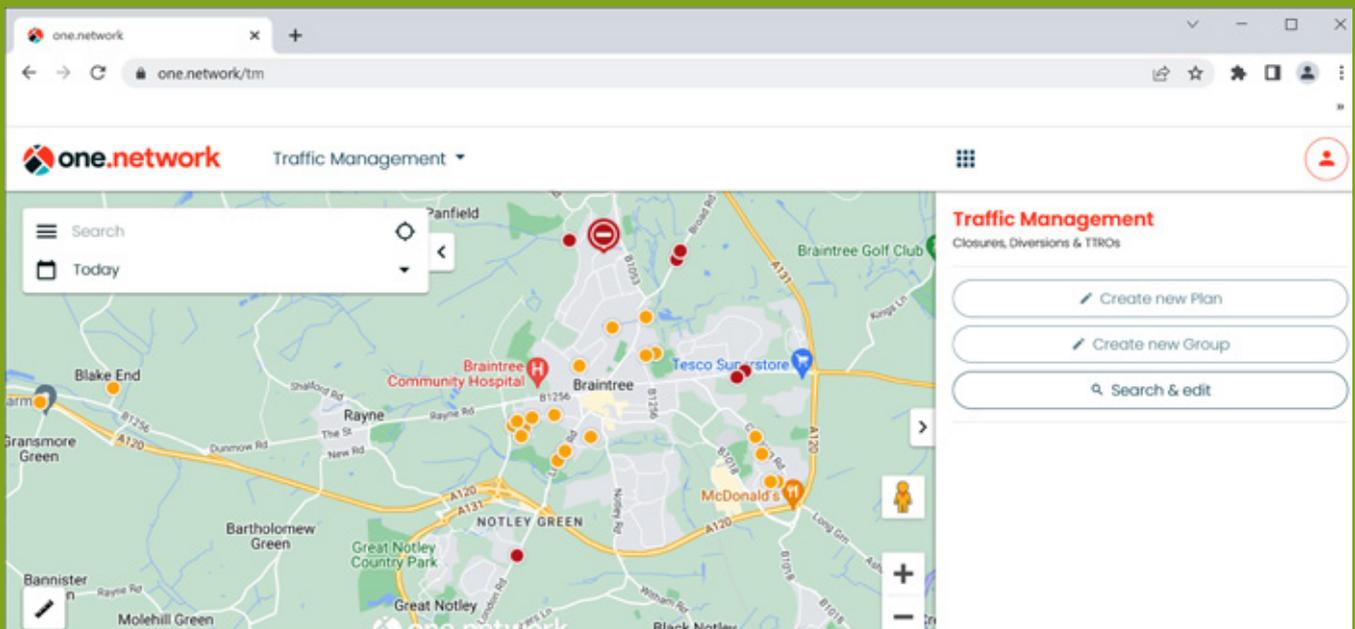
Emergency works are for the scenarios where immediate action is needed to prevent danger to people or property. Risk assessment of the potential danger is made by those responsible for the works.

Urgent works are for those scenarios where immediate action is needed to prevent a loss or restore a supply or service provided by them. Essex Highways applies conditions to

immediate works to try to mitigate, where possible, detrimental effect to the overall network. We might, for example, require the utility company to manually control traffic signals and then remove them promptly when the works are complete. Sometimes immediate works can happen near other roadworks taking place on the network. We always try to mitigate any disruption this might cause. However, the restoration of utilities services and the safety of everyone using the network needs to be a priority.

How to know whether the works are our works?

If you come across some roadworks and would like to know who they belong to, simply go to <https://one.network>, where you can search for a specific road, find out information about current roadworks and sign up for notifications on forthcoming planned road works.



SUSTAINABLE TRANSPORT IS ON THE MOVE IN HARLOW

Detailed plans to transform the way people travel in Harlow have been revealed. Designed to make it easier to leave the car at home and instead use public transport, cycle or walk, the proposals aim to make the town a safer, greener, healthier and more sustainable place to live and work.

Led by Essex County Council, the 'North to Centre Sustainable Transport Corridor' (STC) will see the creation of new and improved walking, cycling and rapid bus transit

provision between Burnt Mill Roundabout (at the Harlow Town Railway Station) and Harlow Town Centre.

Part of £172 million of funding granted by Homes England to support the Harlow and Gilston Garden Town programme, the corridor will ultimately connect the Gilston development in the north and the town centre in the south.

It is also planned that other STCs will be created to connect the new and existing communities across the town.

You can find out more detail on the proposals for the North to Centre STC [here](#)

To contact the project team please email: Harlow.NorthtoCentreSTC@essexhighways.org.



ECC'S HEALTHY SCHOOL STREETS PROGRAMME

Works have been undertaken during the school summer holiday to implement changes in two Essex towns as part of ECC's Healthy School Streets programme.

This follows the Active Travel Fund 2 consultation held last year as well as recent workshops and drop-ins with children and parents from schools along Sawyers Hall Lane in Brentwood and Gilchrist Way and Lancaster Way in Braintree.

Both locations have long-suffered from high levels of congestion at peak school times (drop-offs and pick-up), an issue that has also impacted other surrounding roads.

At Sawyers Hall Lane in Brentwood the pavement has been permanently widened to allow more space. In addition, new "pencil" bollards have been

installed to deter pavement parking, 20mph signs erected and road lining including the zebra crossing and double yellow lines refreshed.

The pavement on Lancaster Way in Braintree has been resurfaced to make active travel easier. In addition, road markings have been refreshed and temporary street art painted on the road as well as Gilchrist Way to change the look and feel of the street.



**SAFER
GREENER
HEALTHIER**
Transforming travel in Essex

ESSEX HIGHWAYS SUCCESSFULLY MITIGATES GLOBAL CHIP SHORTAGE TO KEEP LED STREETLIGHT REPLACEMENT PROGRAMME ON TRACK

Essex Highways is on track to successfully complete its LED Streetlighting replacement scheme on time and to cost despite having to mitigate the effects of a global shortage of components.

Through careful project and stock management, Essex Highways has successfully lessened the impact of the global scarcity of computer chips. The Central Management Units (CPUs) for the LED streetlamps rely on both GPS and metering chips, but the scale of demand from both the automobile and telecommunications/mobile sectors took virtually all available stock, leaving other products/sectors falling further down the 'pecking order' for supply.

The shortage mostly affected the supply of telecells for LED streetlight lanterns. These crucial components enable the service to remotely turn lights on or off, change their brightness or dim them via the CPU. This is critical if Essex Highways is to achieve the projected revenue and carbon savings that the LED replacement programme is expected to realise, particularly given the current pressures on energy costs.

The manufacturer/supplier of our telecells had been unable to source some of the key components needed to assemble the units.

However, they reacted proactively, redesigning the telecell to incorporate new, more readily available components and Essex Highways can expect to completely replenish its telecell stocks in Q4 of this year, giving the service high confidence of meeting its scheduled completion date of March 2024.

Essex Highways has kept the LED replacement programme going, despite a potential six-month delay threatened by the telecell shortage, through carefully managing its stock levels of components and lanterns. Some residents may have to wait a little longer than originally scheduled for their streetlight upgrade and/or repairs to any units not currently working and we thank them for their understanding and patience during this time.

However, Essex Highways' commitment to completing this programme and careful management of the programme has never wavered because of its importance to the county. We have, on average, been able to replace 600 units per week, installing approximately 28,500 since the beginning of Phase 4 of the programme. By making the switch, Essex is currently saving over 75% energy and reducing more than 900 tonnes of CO2 per annum, a great example of Essex County Council's aspiration to make the county Safer, Greener, Healthier.



Ringway Jacobs’ winter maintenance operatives from across the company’s contracts recently convened for a day of Winter Driving Skid Pan training, provided by R3 Training at Thruxton Race Circuit, Hampshire. Taken every five years, the training is considered vital for all winter maintenance operatives as it teaches them new skills and the chance to polish up on current ones.

The course includes a classroom-based presentation as well as practical demonstrations. Attendees participate in fitting the plough, vehicle checks, skid pan control, driving and much more. This year the course has been given Driver Certificate of Professional Competence (DCPC) accreditation. It is an extremely professional and well run course and all of our operatives were positive in their feedback. Typical comments included: “The defect reporting and skid pan training were my favourite elements. It was a good, very interesting course and what I learned today will help me be a better driver.”



GRITTER DRIVERS GET READY FOR WINTER ON THE SKID PAN

ROUTINE REPAIRS DURING JULY 2022

In July, we continued to repair carriageway and footway defects. When looking at these numbers, it is important to remember that repairs are prioritised by severity not by district, so numbers can vary considerably. Streetlights-fixed totals don't include the work being carried out in the LED upgrade programme. This month we have made a little change to the road defect figures. Previously, we have included the defects that were both reported and repaired in the month in question. However, we now include the defects that have been repaired in the month in question (no matter when they were reported).

DISTRICT	COUNTY ROUTES	LOCAL ROADS	PAVEMENT DEFECTS FIXED	DRAINS CLEARED	STREETLIGHTS FIXED
BASILDON	15	25	209	2756	198
BRAINTREE	36	32	26	0	192
BRENTWOOD	13	11	40	0	133
CASTLE POINT	1	25	12	0	32
CHELMSFORD	17	62	30	1842	216
COLCHESTER	19	31	25	0	181
EPPING FOREST	58	15	25	1782	129
HARLOW	4	6	47	1961	120
MALDON	23	46	24	0	37
ROCHFORD	2	6	4	0	141
TENDRING	8	24	36	3175	179
UTTLESFORD	44	38	20	0	102
TOTALS	240	321	498	11516	1660