

How can we provide 'more for less'

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Understanding the Question

What is more for less?

Cheapest possible solution?

Short term fix?

Reduced cost with no impact
on durability?

Whole life cost?

Best value?

Asphalt Cost Drivers

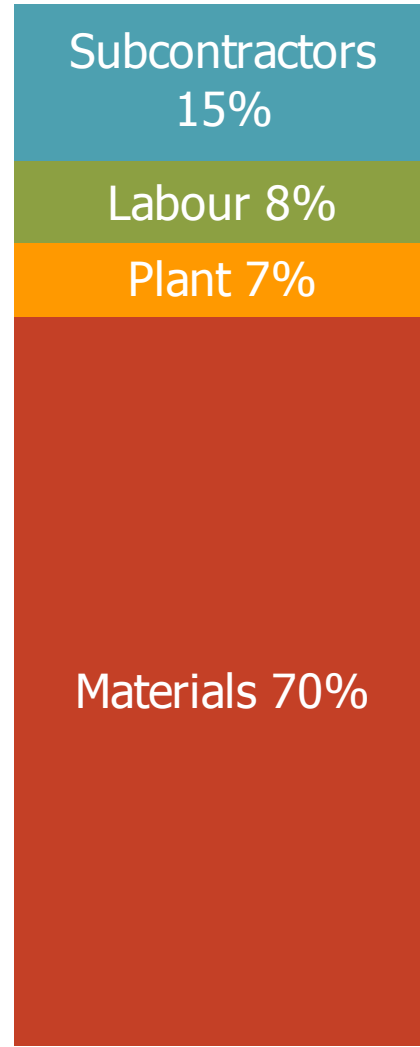
Technical Innovation

Collaboration

Client Led

Asphalt Cost Drivers

Asphalt Cost Drivers



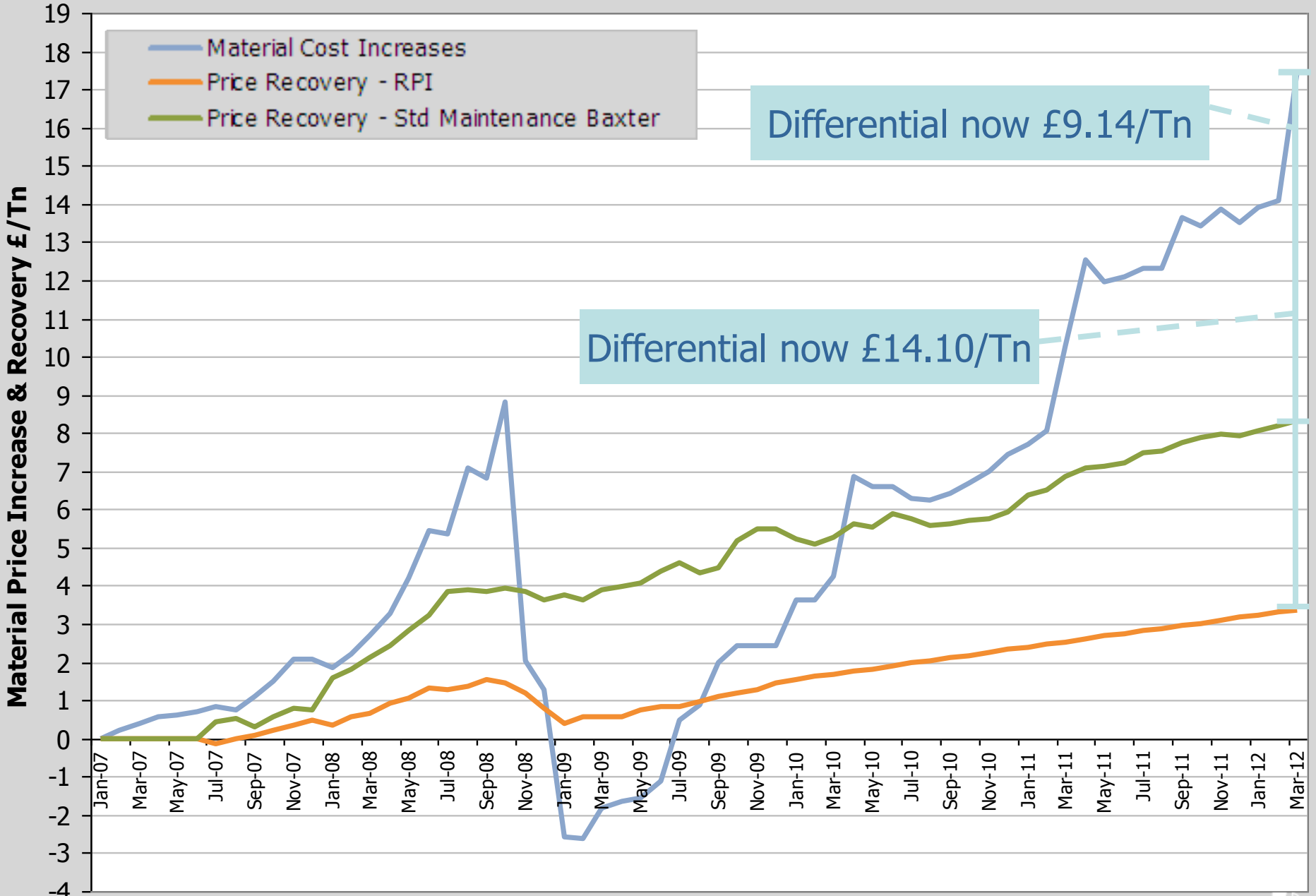
Surfacing Scheme Cost %

The Challenge We Face

Since January 2009 Material costs have risen on average by £20 per tonne

“Less asphalt for More money”

Cost Increases vs Recovery - Jan 07 - Current





Haulage

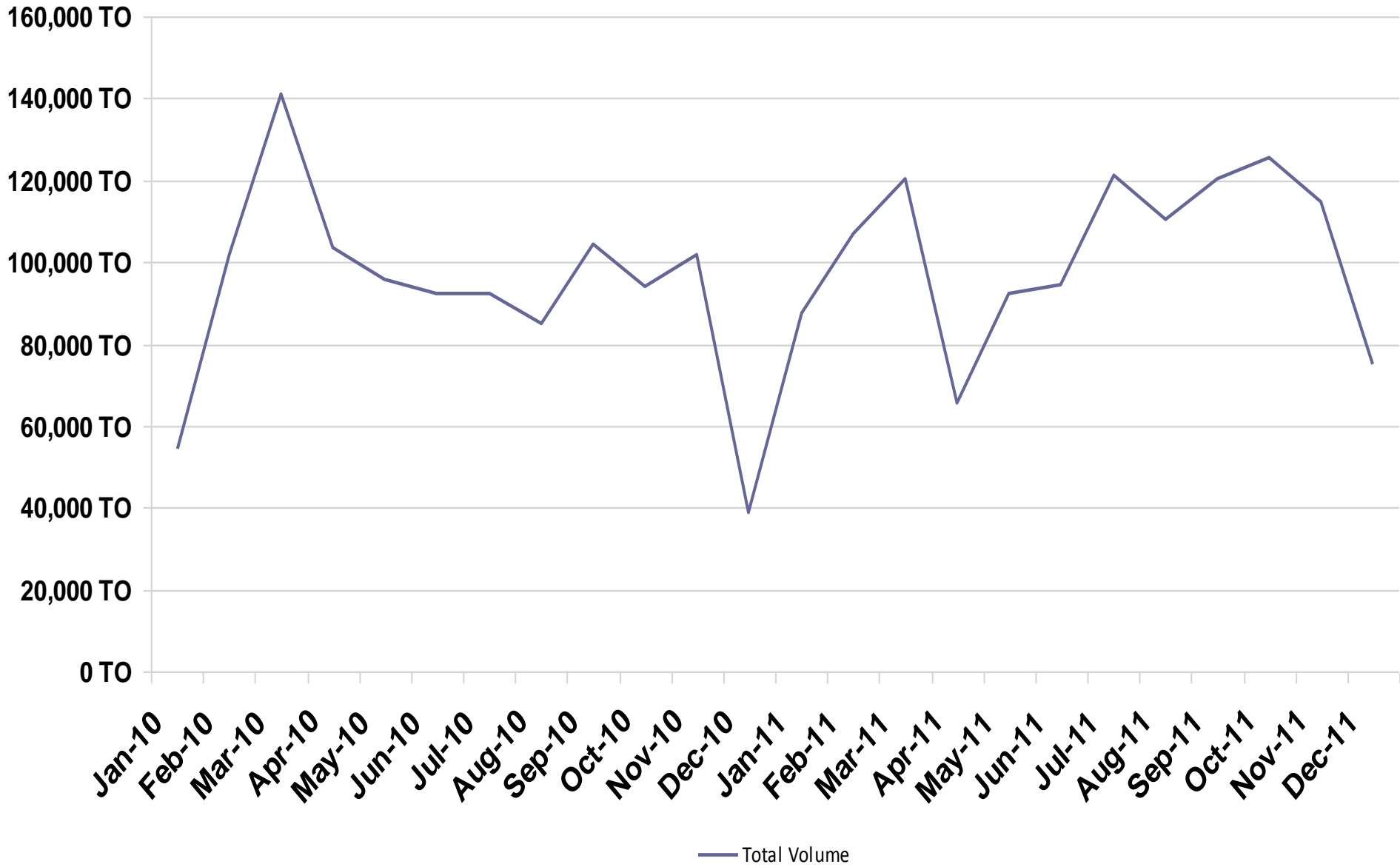
Maximise use of locally available aggregates

More consistent workload over the year

Maximise back-hauling of arisings for recycling

Increase possession times to increase haulage utilisation

South East Asphalt





Haulage

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Continuity of shift patterns

Multi-skilled workforce

Even workload to reduce
reliance on freelance operatives

Driving efficiency &
continuous improvement

A photograph of an industrial facility at night, featuring large metal structures, pipes, and scaffolding illuminated by bright lights. The text 'Aggregates & Production' is overlaid vertically on the left side of the image.

Aggregates & Production

Reduce the number of material options

Flexible site shift patterns to remove peak production

Reduce PSV requirements

Offer surplus aggregates at discounted rates

Recycled materials

Alternatives to bitumen

Black to grey?

Increase RAP usage

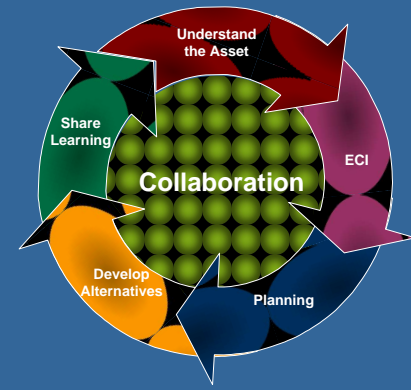
A different approach with bitumen suppliers?

Collaboration





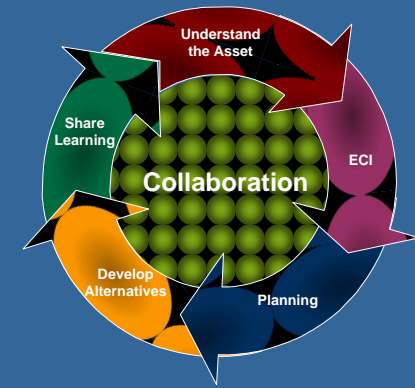
Understand the Asset



Better pavement investigation during design period

Closer working between design engineers and contracting experts

Walk & build



Plan, plan, plan, discuss then
plan again

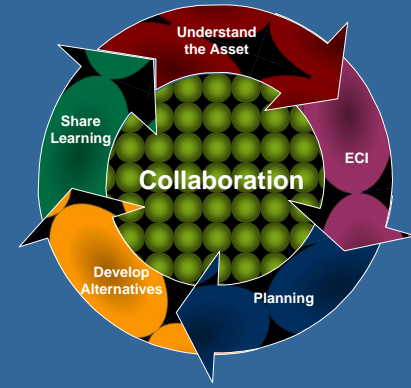
Programme & logistical
efficiencies

Improve engagement – right
people round the table

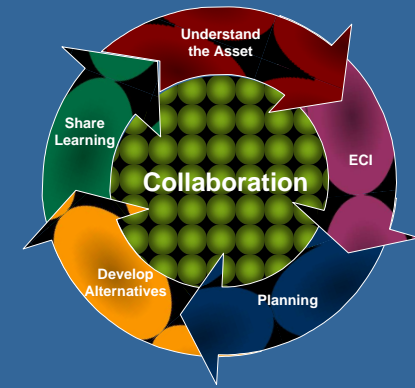
Consider Alternatives

Allow time to consider alternatives e.g. TM solutions

Consider whole range of possible pavement solutions
Short term fix v Long term value



Share Learning



Improve how we capture & share best practice


Cross contract communication

Collaborative platforms

Industry bodies



Technical Innovation



Technical Innovation

Tailor designs to budget

Thin 6mm overlays

20mm single course surfacings

Specialist PMB's



Case Study - Nottingham C.C.

Problem – Worn out pavement requiring 100mm inlay but low budget and busy residential area

Solution – Single layer of Tarmac's MasterLayer-20 @ 65mm

Benefits – Cost Reduction, 1 layer instead of two, Reduced Public Disruption.



Problem – Severe deformation and cracking

Solution – Two layers of ‘heavy duty’ Tarmac Masterlayer-HD (only 100mm available)

Benefits – Flexibility reducing reflective cracking & deformation resistance, cost saving over deeper construction, reduced public disruption



Case Study – Warwickshire C.C.

Problem - Worn out and badly cracked surfacing due to weak sub grade and tree roots. Traditional material, HRA, failed early life.

Solution – High performance PMB used in Tarmac's MasterLayer-S 10

Benefits – Cost saving over deeper inlay, more durable crack resisting material, greater longevity

Client Led



ClientLed

Seriously consider full closures

Need clients to be more open to innovation & alternative solutions

Structure contracts to enable collaboration & innovation

Price increase mechanisms that reflect cost components

In summary

Asphalt costs more per tonne

On existing contracts

- *understand the asset better*
- *engage the expertise*
- *take time to plan and assess the options*

Structure future contracts to enable collaboration & ECI

Put an industry platform in place to drive CI & “more for less”

Tarmac  [®]