



Annual Report
(3CAP Annual Meeting 27/06/08)

MHA
Midlands Highway Alliance
Driving Collaboration
MHA Annual Report

MHA
Midlands Highway Alliance
Driving Collaboration

Annual Report
2016/17



Annual Report

3 Counties Alliance Partnership
2007/08

MHA
Midlands Highway Alliance
Driving Collaboration

MHA Annual Report
2013 - 14

MHA
Midlands Highway Alliance
Driving Collaboration

MHA Annual Report
2011/12

Midland Highways Alliance
Annual Report
2011/12

Rev 2 22/07/2008



MHA
Midlands Highway Alliance Plus
MHA, MSIG, WMHA: Moving Forward Together

Annual Report

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MHA
Midlands Highway Alliance
Driving Collaboration

MHA Annual
Report

2015/16

MHA
Midlands Highway Alliance Plus
MHA, MSIG, WMHA: Moving Forward Together



Annual Report
2022/23

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Ann Carruthers,

Director of Environment and Transport,
Chair, MHA+ Executive Board



Introduction

Ann Carruthers

It has been great to see MHA+ member authorities continuing to support their communities through the challenges of recent years. The 2022/23 annual report includes retrospective elements and timelines that enables us to reflect on the sustained development of our alliance over the last 15 years, since we published our first annual report in 2007.

In the post-Brexit, post-pandemic and high inflation landscape we continue to face exceptional economic, financial, political and climate challenges. The current cost of living crisis, the high cost of energy, and skills and workforce shortages are all having a direct and significant impact on local authorities and the services they deliver. Global issues are also impacting, including continuing supply chain issues and impacts from the war in Ukraine.

As we see time and again, MHA+ is well positioned to support the challenge of maximising resources and maintaining the capacity and capability of our members to continue to function and develop resilience. The continued increase in the number of MHA+ members clearly demonstrates our status, the credibility of our offer, and fitness for purpose to support our members.

MHA+ was delighted to support the successful bid put forward by Transport for West Midlands (TfWM) to Live Labs (ADEPT), to be the southern hub for UK Collaboration Centre of Excellence for Decarbonisation of Materials - providing a centralised hub for research and innovation for the decarbonisation of highways.

We continue to create opportunities to refocus and reframe our purpose - in a sustained period of flux there is often scope to both review and consolidate so that we are resilient and remain relevant to our members. Work undertaken to procure a replacement Professional Services Partnership (PSP 4) framework was underpinned by direct engagement activities, including a PIN notice asking for industry views on how PSP 4 procurement should be organised. This "soft market testing" provided feedback on market preferences and how to make the framework to be awarded as attractive to the market as possible. This was augmented by transparent, regular and comprehensive market updates. Subsequent PSP 4 procurement planning expertise was provided by representatives from six MHA+ member authorities and procurement subject matter expertise.

We have also put in place the latest Medium Schemes Framework (MSF4) which became operational in July 2022 and will potentially run for an 8-year period. Along with our PSP framework, we know how much this is valued by our MHA+ members. Each of the framework boards will be seeking to ensure we continue to drive positive outcomes and behaviours for all parties using our frameworks.

We have used social and other information sharing media to ensure that members and our supply chain remain informed about our work as well as providing opportunities to participate in our planning and governance activities. There is a sustained increase in the numbers requesting access to our e:bulletin; users of our Information Sharing Platform (ISP) and registered learners using our learning management system.

MHA+ (16) Service Improvement Groups continues to provide an effective forum for subject matter expertise to be shared and there is almost complete representation from 32 of our 36 member authorities.

Our Professional Services Partnership framework suppliers have their own content area – subject matter expertise webinars are provided on our YouTube® channel with over 1350 views.

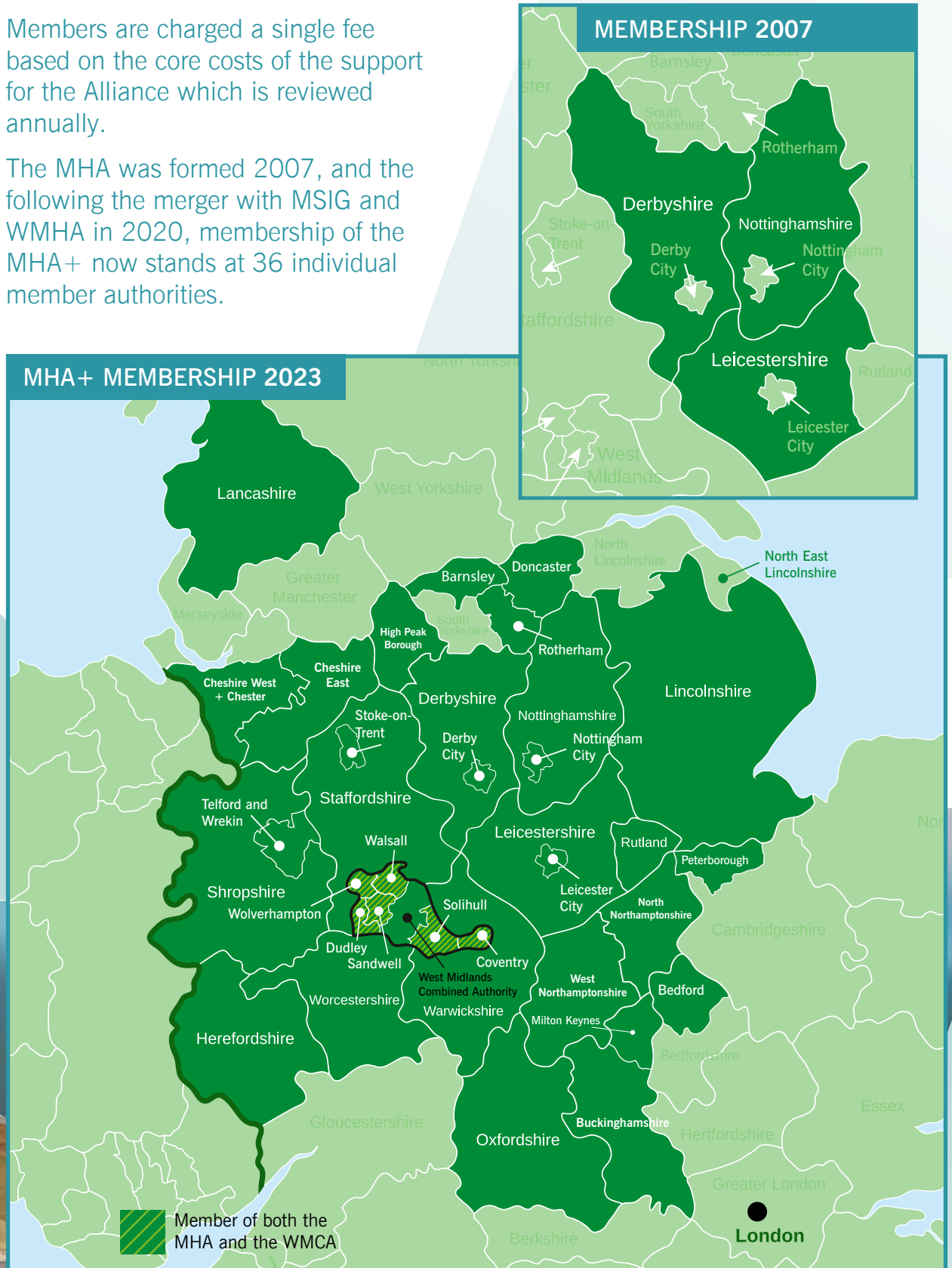
With our 36 Local highway authority members we know we have potential to influence government priorities, inform and educate stakeholders and equip our communities to become more resilient and we will be seeking to do more of this in the future. Understanding the changing priorities of our members and their communities is key in this and we will continue to collaborate across the MHA+ to support and move us forward positively despite the considerable challenges we face as a sector. As I am sure you will agree, we have delivered an incredible amount through our alliance and continue to do so by adhering to the principles of collaboration and continuous improvement. I think we can quite rightly be proud of what we have achieved and look forward to continuing on this journey.



MHA+ Membership

Members are charged a single fee based on the core costs of the support for the Alliance which is reviewed annually.

The MHA was formed 2007, and the following the merger with MSIG and WMHA in 2020, membership of the MHA+ now stands at 36 individual member authorities.



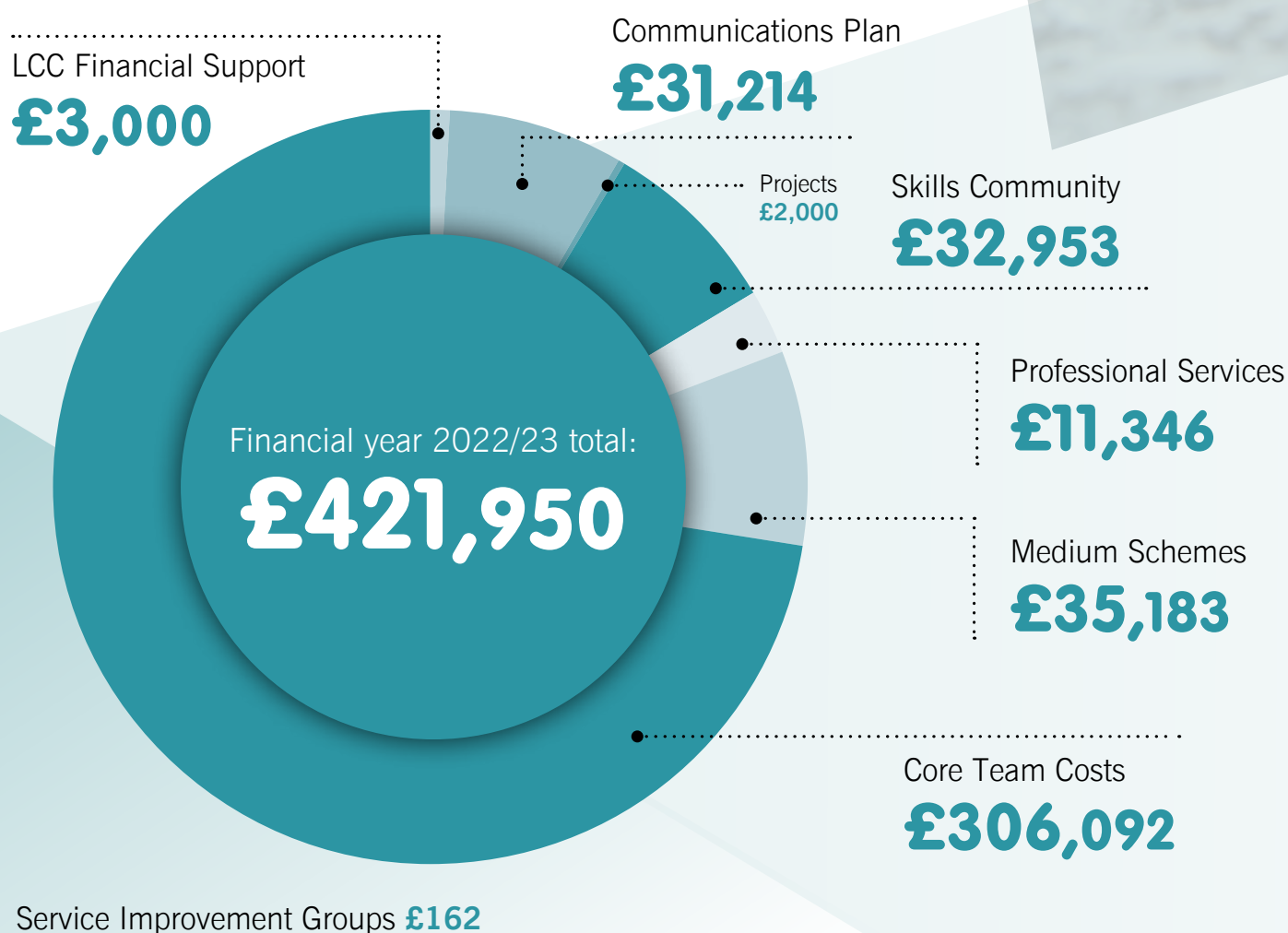
➤ Finance 2022/23

Each year the MHA+ Executive Board consider the annual business plan, which sets out the key outcomes required from each work stream. The plan details what funding is available to support that work and where it will come from:

INCOME 2022/23

Budget Category	Income 2021/22
Annual Membership	-£132,000
MSF 3 Procurement Fees	-£77,312.39
PSP 3 Supplier Contract 1% Fee	-£360,300.03
Sponsorship	-£3,500
TOTAL INCOME EXPECTED	-£573,112.42

EXPENDITURE 2022/23



"Each year the Executive Board consider the annual business plan, which sets out the key outcomes required from each work stream."

Skills Community

We continue to procure, design, and develop interventions to support continuous improvement of MHA+ performance.

To assist in improving the highways sector skills profile, we know it's not enough to simply focus on pre-employment education and training. It's also crucial for MHA+ to assist our members, as employers, to continually invest in and develop the skills levels of their employees through methods such as on-the-job training, in-house development and coaching

Our early adoption of digital innovation has ensured that our investment both in information sharing and learning technology enabled us to be both agile and responsive in supporting workforce development. We updated our competency framework to support national qualification frameworks and ICE professional review. MHA+ workforce planning is about organising and developing resources to make sure that the supply chain meets our business objectives, to help people learn and deliver organisational performance by enabling:

- ✓ social and collaborative learning
- ✓ digital learning and
- ✓ training delivery

MHA+ cloud based digital platforms, supporting the MHA+ community, have been designed to incorporate an extended membership with ease, either as an individual member authority, framework supplier or federated basis.

We have used our digital and media footprints to enable 'learning in the flow of work' – as we recognise that we need to:





- offer access to learning and development content and online resources at the time they're needed
- customise content so that it is fit for purpose for particular roles, teams or topics

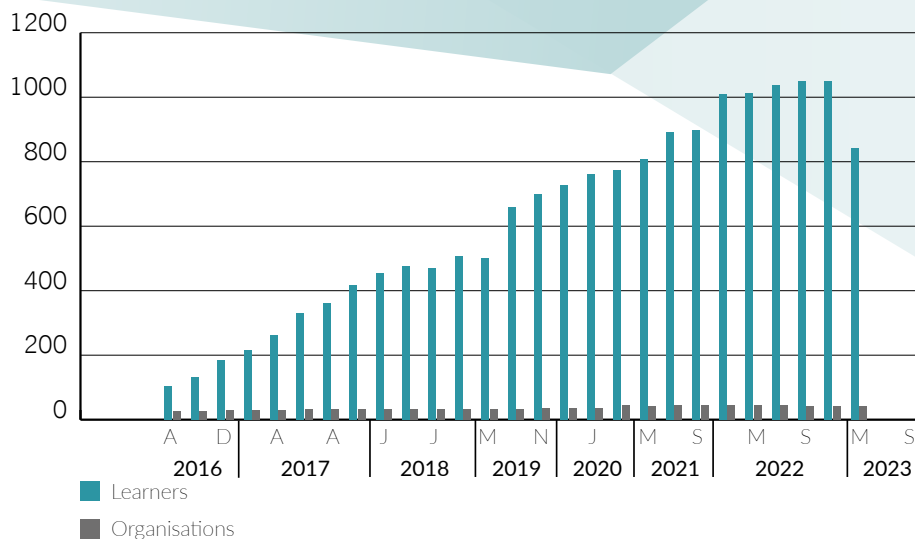
This has been done by us adopting a concierge-curator model in directing MHA+ members to content. We have also made a subtle shift from instruction to interaction - but will continue to offer topics that can be accessed online so we curate material and their method of 'delivery' selectively.

Not all of our MHA+ learning and workforce development can be met through learning in the flow; so we have developed thematic groups for social value, carbon and digital which will enable stakeholders to use available resources and opportunities on cross cutting themes.

MHA+ workshops and face-to face events remain an integral part of the workforce development offer. The task for MHA+ skills and workforce development is to decide ways of learning that will best add value and reduce time away from the role – such as capitalising on the expertise of our MHA+ frameworks supply chain who have provided technical content modules and webinars on YouTube® - with nearly 1400 views of our bite size content.

Employment and Skills Plans (ESP) targets achieved across all Medium Schemes Frameworks to date

14-19 YEARS WORK EXPERIENCE PLACEMENTS	GRADUATES	JOBS CREATED	NVQs COMPLETED
 MSF 3 ↑ 110% INCREASE <small>ON ORIGINAL TARGET</small> PLANNED 46 ACHIEVED 97	 MSF 1 ↑ 257% INCREASE <small>ON ORIGINAL TARGET</small> PLANNED 7 ACHIEVED 25	 MSF 3 ↑ 108% INCREASE <small>ON ORIGINAL TARGET</small> PLANNED 36 ACHIEVED 75	 MSF 1 ↑ 221% INCREASE <small>ON ORIGINAL TARGET</small> PLANNED 37 ACHIEVED 119
MSF 1 65% INCREASE PLANNED 26 ACHIEVED 43 ↑	MSF 3 134% INCREASE PLANNED 12 ACHIEVED 28 ↑	MSF 2 14% INCREASE PLANNED 35 ACHIEVED 40 ↑	MSF 3 110% INCREASE PLANNED 31 ACHIEVED 36 ↑
MSF 2 0% INCREASE PLANNED 44 ACHIEVED 44 →	MSF 2 64% INCREASE PLANNED 14 ACHIEVED 23 ↑	MSF 1 -13% DECREASE PLANNED 20 ACHIEVED 14 ↓	MSF 2 -14% DECREASE PLANNED 42 ACHIEVED 65 ↓



* Migration to the new LMS in December 2023 resulted in the removal of all out of date/dual accounts.

During 2022/23, MHA+ learning and development system was upgraded and extended. The content is customised so that it continues to offer

- ✓ virtual learning modules to improve (and sustain) performance, including use of NEC 4 contracts used by MHA+ frameworks
- ✓ learning to develop softer skills to support mental health and resilience
- ✓ virtual learning modules supporting leadership and management skills development

Effective engagement across MHA+ learning community has been realised, with an incremental increase in the numbers that are using the new MHA+ LMS to access virtual, face to face learning and specialist content and workshops. Over 1000 MHA+ members, affiliated organisations and framework suppliers are registered on the LMS, across 46 organisations.



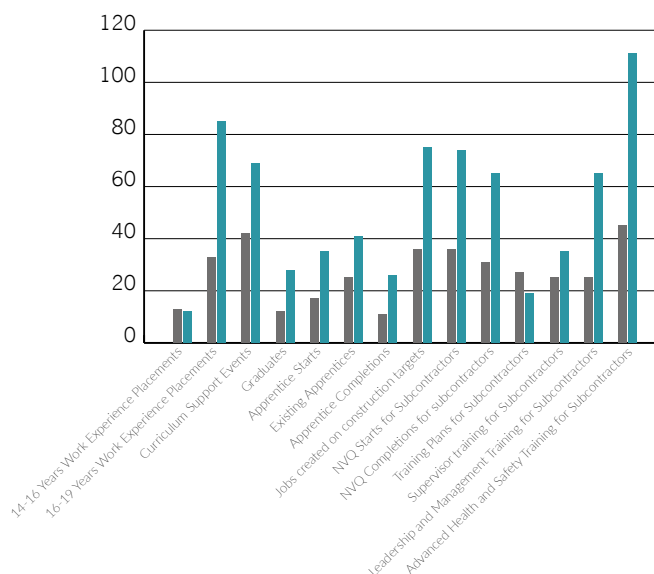
youtu.be/ggKU29RwUao - 26 views

youtu.be/96FDx6PBEiw - 24 views

youtu.be/w28rTpGSJT4 - 24 views

youtu.be/IXHHDU5Bzvc - 21 views

During 2022/23, 141 participants (from 21 organisations) requested MHA+ content that supports the acquisition of technical skills, including design and delivery webinars and face to face events. The digital footprint was 797 'virtual' learners (across 27 organisations) accessing our on-line learning content & webinars. MHA+ website has a supplier content area had 1346 ¹ views: connecting learners with technical content via webinars from PSP 3 suppliers, available (via YouTube®) on the MHA+ website. The 2022/23 savings accrued by MHA+ commissioning learning, training and development for our members and their supply chain is £62,295.00 ².



MHA+ development includes leading on the provision of Employment and Skills Plans (ESP) as part of the medium schemes framework (MSF). The monitoring process provides evidence of our commitment to adding social value as well as being an integral part of MSF performance management; with bi-monthly reporting to the Framework Community Board and 740 ESP benchmarks were achieved - double the amount planned - across 18 schemes as part of MSF 3.

¹ As at March 2023

² If delegates accessed learning events direct from the provider



Medium Schemes Framework

Do you remember MHA meetings at the Golf Club?

During MSF 1 and MSF 2 the Forest Hill Golf Club close to M1 Junction 22 became the regular home of the framework community board (FWCB). We started in the small board room upstairs during MSF 1 and soon moved to the larger function suite downstairs as attendance grew during MSF 2.

The FWCB, chaired by Peter Barclay met six times a year with guest speakers, regular presentations and offered a great opportunity for networking between member authorities and framework contractors. In 2016 the FWCB introduced regular performance reporting and set up a number of working groups which met at the Golf Club too.

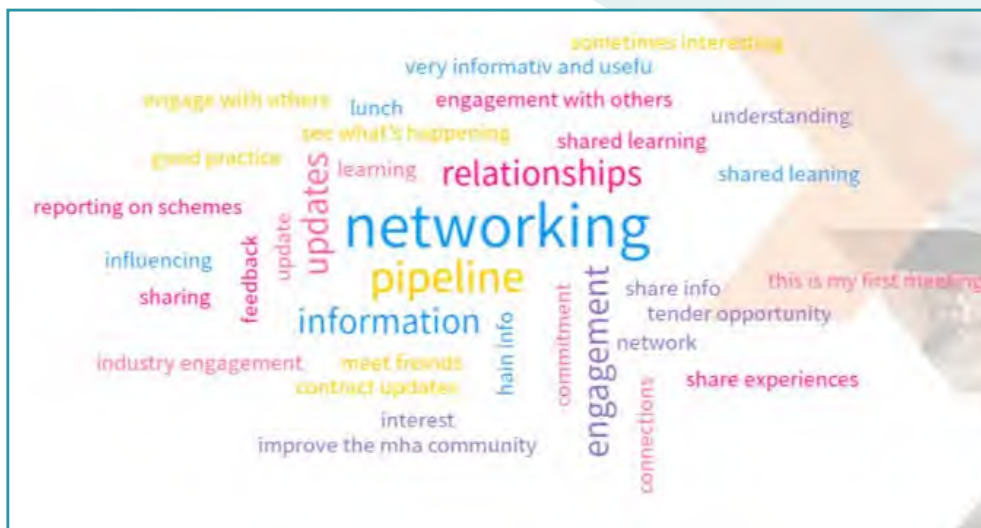
In 2018 the FWCB was recognised in both the NEC Client of the Year category and the CIHT Collaboration Awards, judges commented “a continuing development of a collaborative approach across several local authorities that recognised the need to improve collaboration from earlier phases by placing it at the core of the relationship”.

In 2019 the Golf Club closed for refurbishment. The FWCB went on the road with different venues for each meeting until the pandemic changed everything.

We all discovered Zoom and Teams, like most other meetings our FWCB went virtual. Initially we saw that this encouraged greater attendance with less time taken travelling. By 2021 back-to-back MS Teams meetings had become the norm. Colleagues began to miss the networking opportunities of the old FWCB and that year also saw Peter Barclay retire and attendance began to dip.

So, at the beginning of this year, we decided that the FWCB needed a refurbishment of its own. Tom Gifford (Lincolnshire CC) agreed to chair the new FWCB and we used the mentimeter tool Julia Brown (MHA+ performance lead) introduced during the pandemic to survey regular attendees to understand how we could maximise the benefits from the FWCB and increase engagement.





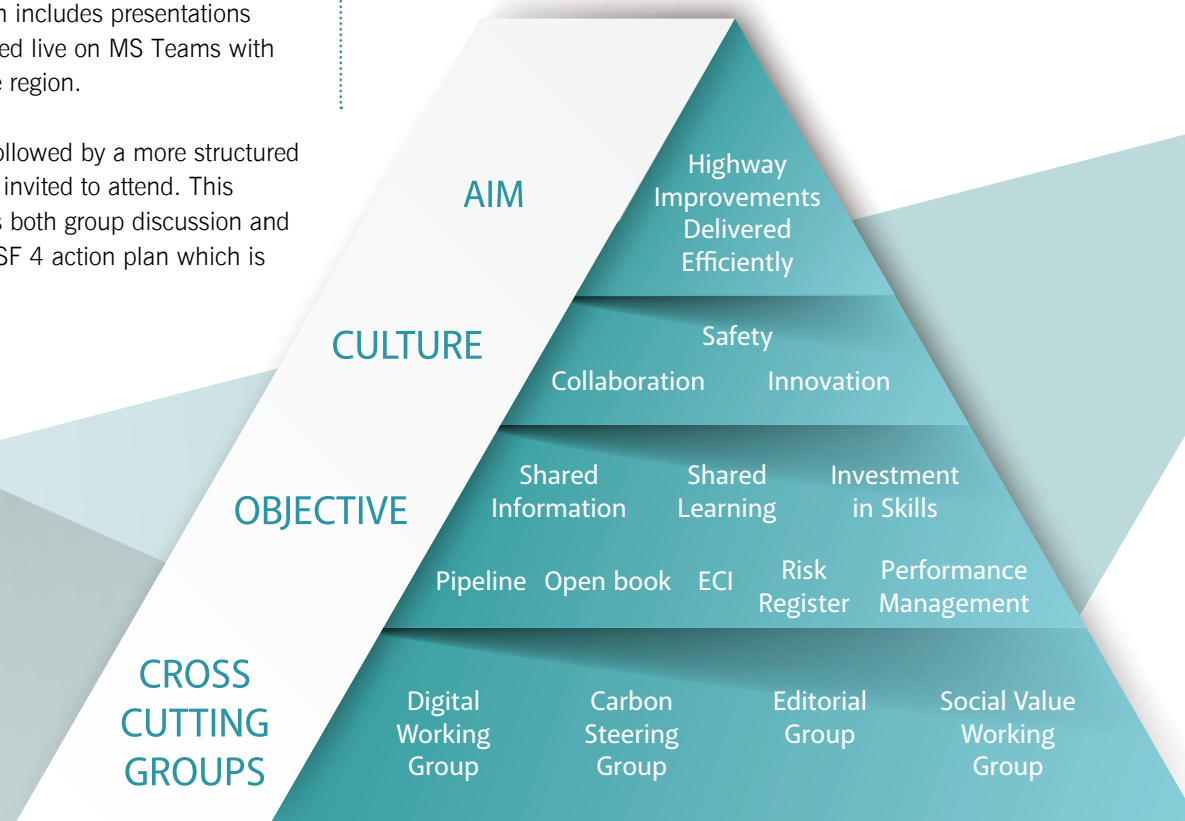
During this year the FWCB has met nine times with more colleagues joining the meetings than ever before. Each meeting includes a two-hour virtual meeting using MS Teams which is best at sharing information widely across the Framework community.

The new home for the FWCB is the Burleigh Court Conference Centre at Loughborough University which is even closer to the motorway than the Golf Club was! The venue also has a dedicated bus link to the town railway station for those wishing to use public transport. The FWCB has met at the new venue four times this year (with plans to increase this to five next year). Attendance has matched the old Golf Club meetings and provides an excellent opportunity to network over a nice lunch. The morning hybrid session includes presentations and reports which are shared live on MS Teams with colleagues from around the region.

Networking over lunch is followed by a more structured meeting which everyone is invited to attend. This face-to-face meeting allows both group discussion and working together on our MSF 4 action plan which is

then shared on the information sharing platform (see Pyramid Diagram). The FWCB has already established two task and finish working groups to develop our MSF 4 performance toolkit and work with others to introduce a value assessment tool for capital projects. The FWCB has dedicated representatives on all the proposed MHA+ thematic groups and they will report back to our regular face to face meetings at Burleigh Court next year.

Over the years the FWCB has been recognised as one of the strongest aspects of our Medium Schemes Framework and it seems certain that the new arrangements will ensure its continued success in the years to come.



Medium Schemes Framework

Active Working Groups

During MSF3 the Framework Community established two active working groups and both groups have continued to develop our collective understanding of social value and digital technology in the local authority highways sector.

The Social Value Working Group (Chair Julie Cartwright) has been working with the Considerate Constructor Scheme (CCS) to help pilot their new proposals to include social value in their long established, nationally recognised scheme. CCS already provides third party inspections on all our projects and the opportunity to share learning from projects across the country.

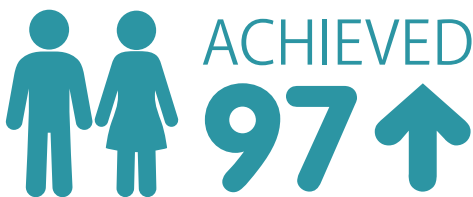
Whilst both these attributes are important to member authorities, the working group would also like to see the CCS engage with the project teams at an earlier stage in the project and allow for the clients to prioritise their social value outcomes. This approach has already achieved significant benefits, e.g. increased numbers of work placements and jobs creation, as well as volunteering in local communities across MSF3 projects to date.

The Digital Working Group (Chair Phil Reid) was established to help bridge the gap between the significant investment in systems and knowledge of framework suppliers (both contractors and consultants) and that of member authorities and the wider supply chain, who risk being left behind by this technology.

The working group has formed strong links with the MHA+ Asset Management Service Improvement Group and following a presentation at the MHA+ Annual conference in June 2022, has developed plans for a series of digital workshops, the first one in January 2023 being attended by around fifty colleagues from across the MHA+.

We can now see that both these subject areas extend well beyond the Medium Schemes Framework impacting on many areas of service delivery. To reflect this, the MHA+ 2023/26 business plan seeks to increase engagement in both groups further by establishing them as MHA+ thematic groups reporting direct to MHA+ Programme Board. All four MSF 4 contractors have committed to continue representing the Medium Schemes Framework Community on both these new groups whilst maintaining their commitment to delivering social value and improved information management on all our future highway projects.

MSF 3 14-19 YEARS WORK EXPERIENCE PLACEMENTS



111% INCREASE ON TARGET ↑



VOLUNTEERING HOURS PROVIDED

ACHIEVED
3,524

DATA CAPTURE STARTED DURING MSF 3

MSF 3 GRADUATES

ACHIEVED

28



134% INCREASE ON TARGET ↑



MSF 3 JOBS CREATED

ACHIEVED

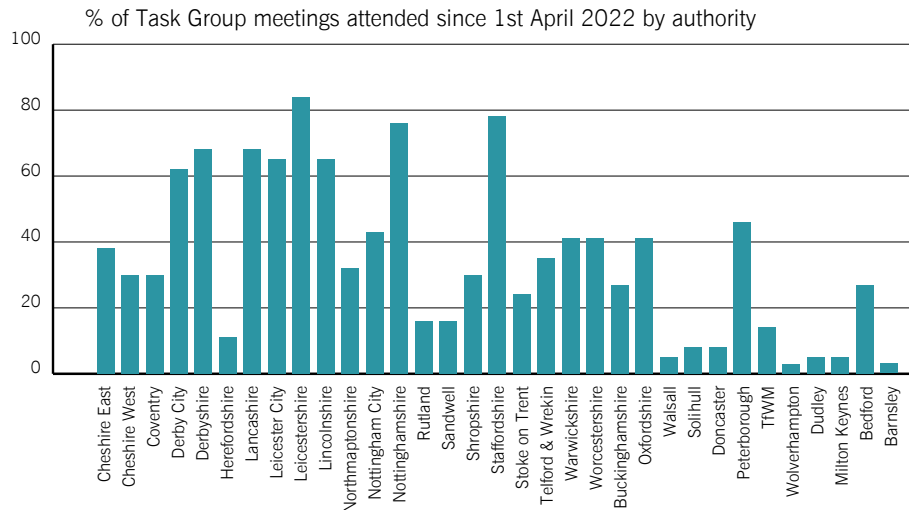
75

109% INCREASE ON TARGET ↑



Service Improvement Groups

The MHA+ service improvement groups continue to share best practice within the disciplines of Highways and Transportation to improve service delivery through critical challenge.

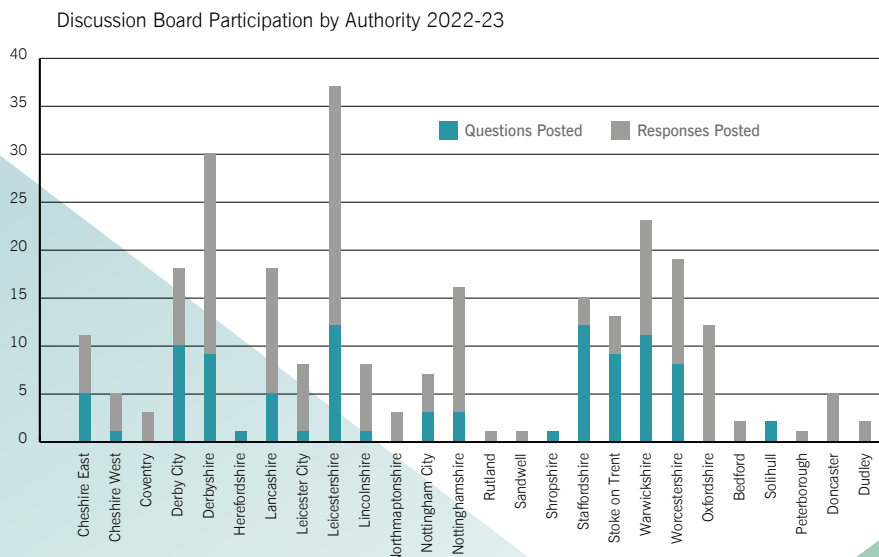


- 37 Service Improvement Group meetings held in 2022/23 – all using MS Teams and three were hybrid
- Average of 51% of committed authorities attended each meeting.
- 32 of the now 36 member authorities have attended at least 1 of the 2022/23 SIG meetings.
- 4 new entries on the Efficiencies and Benefits Log for 2022/23
- 91 questions posted on the discussion boards and 169 replies from group members in 2022/23
- 25 of the 36 MHA Plus authorities have either posted a question or response in 2022/23
- Since the launch of the MHA Plus SIG members website in February 2022, 372 members have activated their new accounts.

OVER 90
Discussion board
questions posted
in 2022/23



OVER 169
Individual responses





SIG highlights

All current groups have been meeting regularly throughout 2022/23 and all Terms of Reference have been updated for 2023/24.

Casualty Reduction

Presentation on Oxfordshire's '20mph Revolution' and how they have formed a multi-organisation 20mph Steering Group to deliver safer streets. Analysis of KSI data to identify road user categories (e.g older drivers/car passengers etc) that are involved in higher numbers of incidents on the highway network.

Civil Parking Enforcement

Updates and advice/support for member authorities who applied for Moving Traffic Enforcement powers in both Tranche 1 & Tranche 2. Discussions and sharing of best practice around cashless parking, virtual permits and digitisation of TROs.

Development Management

– Following it's initial publication in 2017, an updated version of 'DfT Advice Note – Highway Adoption' was published in August 2022 with input from group members.

Flood Water Management

- Focus on upcoming enactment of Flood & Water Management Act schedule 3. Sharing lessons learnt from establishing SUDS Approval Bodies (SAB) in Wales and preparing member authorities for the resource implications and technical expertise required to carry out the SAB role.

Highways Structures

Presentations from A&I Coatings and Net Zero Bridges Group. Sharing best practice around risk-based approaches to bridge inspections, drone inspections and structural weight limit enforcement.

Highways Asset Management

Regular attendance from DfT reps, enabling group members to gain valuable updates and insights. Presentations from Roadmetrics and Xais on carriageway and footway condition video survey systems. Continuation of benchmarking costs for various highway works using the Price Evaluation Model. Sharing best practice around establishing Scope 3 highways related carbon emissions.

Highways Records & Searches

New group chair, Andrew Kelly (Cheshire East) has successfully doubled participation in this group, going from between 7-9 authorities being represented in May 2022 to 16-17 authorities attending meetings in October 2022 and March 2023.



Low Carbon Travel & Transport

New group chair is Mat Bonomi (Derbyshire CC) following Richard Lovells' retirement. Sharing best practice on E-bike/e-scooter schemes, EV charging infrastructure, LTPs and navigating the various funding streams available from ATE/LEVI etc.

Street Lighting

Held an in-person meeting which was combined with an ILP Birmingham event which many group members were planning to attend. In addition to the SIG meeting, members were able to attend two seminars and take a tour of the Fabrikat factory in Sutton in Ashfield.

Streetworks

New group chair is Josh Pemberton (Leicester City). Focus on Section 50 works, managing relationships with Utilities and use of new materials for highway and footway reinstatements.

Term Maintenance

This group, previously Term Community, has been re-launched as a SIG in 2022, chaired by Jonathan Evans (Lincolnshire CC). Benchmarking exercise has taken place to establish how members authorities term maintenance contracts are working and to highlight strengths and weaknesses with a view to informing future projects for the group.

Third Party Claims

Just one meeting this year since long-running chair, Karen Seabright (Worcestershire) moved to another role. We are looking for a permanent chair to enable the continued work of this group.

Traffic Signals

Sharing information from industry on supply chain challenges affecting this area of work. Presentations from TfWM on network management before and after the Commonwealth Games in Birmingham.

Traffic Engineering

No meetings held for this group in 2022/23. Only meets where there is a specific need e.g. new legislation or guidance.

Transportation Data & Analysis

Presentations on transportation data collection and analysis innovations including Miovision Scout Explore, Geovelo EcoCounter and Tag Master plus Derbyshire's Connected Futures project.

Winter Services

Meetings held pre and post winter season to enable members to share lessons learnt, new initiatives and best practice around the delivery of winter services. Presentation from DTN on the topic of long-term forecasts.



Professional Services Partnership (PSP)

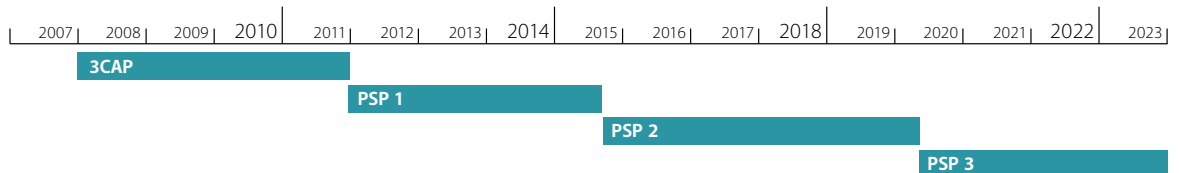
One of the main activities during the year was planning and preparation for the replacement PSP framework (in 2023) - this included:

- Taking account of the responses from the comprehensive PSP 3 review exercise undertaken with our members and suppliers (existing and prospective) and considering how the framework could be further improved
- Undertaking a literature review of best practice documentation (how MHA+ measures up to the [Gold Standard](#))
- Gaining approval for PSP 4 from the MHA+ Executive and Programme Boards
- Preparing a PSP 4 business case
- Establishing a PSP 4 working group – with membership made up from our MHA+ membership.

It is a good time to reflect on the success of the Professional Services Partnership and its development over the last 15 years....

The principle of providing a collaborative, cost-based approach has not changed – but the original concept has been augmented by relationship development; service improvement; performance management; learning, training and MHA+ workforce development, savings, and income as well as the incorporation of social value and carbon reduction benefits.

Professional Services Partnerships - Timeline



PSP 1

USED BY 12
OUT OF 15
ALLIANCE
MEMBERS
TOTAL VALUE
£9.1m



PSP 1 was built on the award winning 3 Counties Alliance Partnership, which was launched in 2007 as a partnership between Nottinghamshire, Leicestershire and Derbyshire. PSP 1 was launched in 2011 (with six local authority members), using a single consultant URS – which became Aecom and their supply chain partner Waterman Aspen. PSP 1 held the first annual event in June 2014. **PSP 1 was used by 12 of the 15 MHA member authorities and the framework value was £9.1m**





PSP 2

USED BY ALL 21
MEMBER AUTHORITIES

TOTAL
VALUE **£28m**



PSP 2 was launched in June 2015 (with 14 local authority members) having been awarded to a single supplier - Aecom (formerly URS). Framework objectives included maximising MHA relationships; refreshing the management team; enhancing governance processes and working to meet the government's Construction 2025 ambitions of faster delivery, lower costs and lower emissions. **PSP 2 was used by all 21 MHA member authorities and the framework value was £28m.**

PSP 3 launched in April 2019, with 21 local authority members, with four suppliers and two Lots - Lot 1 for Professional Services with two suppliers Aecom and Amey consulting and Lot 2 for secondments with two suppliers Matchtech and Waterman Aspen. **To date, PSP 3 has been used by 30 of the 35 MHA+ member authorities with a framework value of £115m.**

PSP 3

USED BY 30 of the 35
MEMBER AUTHORITIES

TOTAL
VALUE **£115m**



3 C A P



four partners • one vision

URS

AECOM

Waterman

amey consulting

MATCHTECH



Sharing information

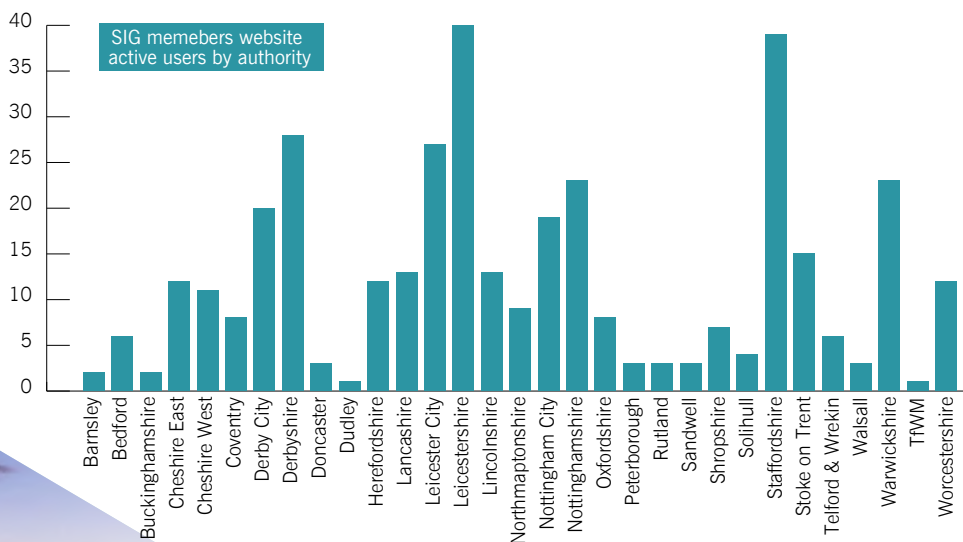
MHA+ development oversees and supports communication media, information systems and processes for MHA+.

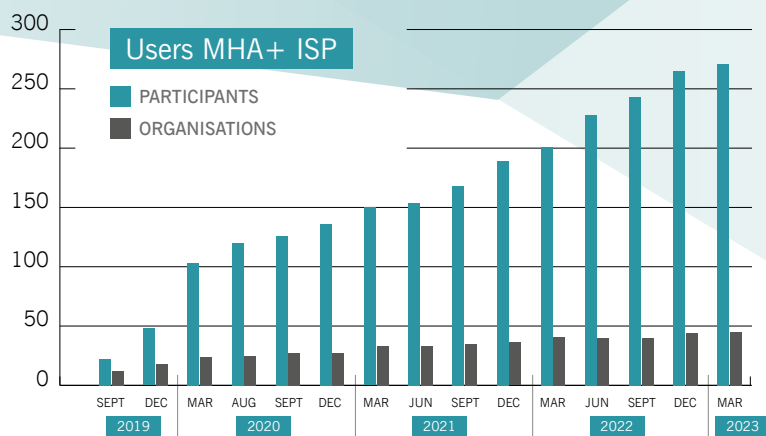
Our cloud based digital platforms, supporting the MHA+ community, have been designed to incorporate an extended membership with ease, either on an individual member authority, framework supplier or federated basis. Our MHA+ community includes those working away from their desk; remote working; based at a range of locations or who are in transit – so they consume information in a variety of ways. We have responded by creating bespoke digital platforms including:

- the Information Sharing Platform, available to approved users, with levels of secure access to documentation. Registered user numbers continue to increase: over 270 registered users from 46 MHA+ organisations. The

flexibility of the platform provided a secure system to enable access to PSP 4 and MSF 4 procurement content, as the system has been designed to limit access to specific roles, where needed.

- the Learning Management System (LMS) was used to deliver virtual learning content; face to face workforce development events; and managed attendance to the 2022 MHA+ Annual Event.
- The service improvement site was repurposed in 2022 but retains its flexible, integrated focus to engage with a high number of users/members of the 16 MHA+ service improvement groups. In addition, we added functionality to meet the increased reach of new members/framework suppliers



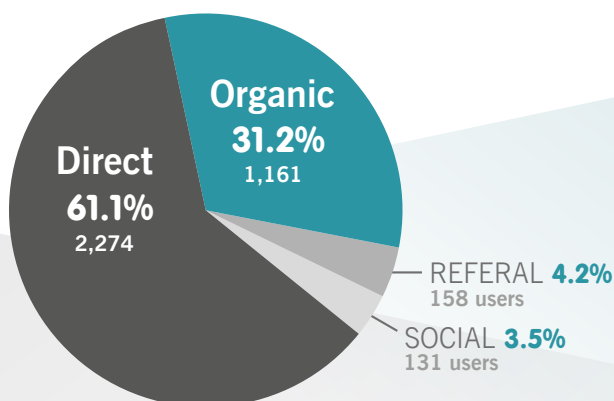


SUBSCRIBE

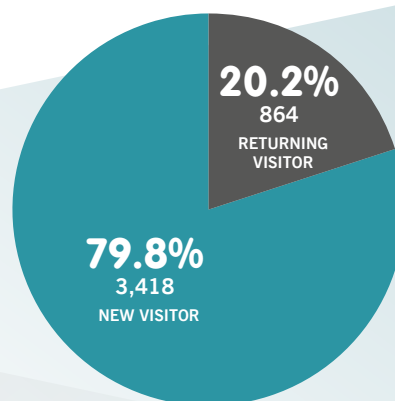
OVER 750 INDIVIDUALS

Currently subscribed to receive MHA+ newsletters

How visitors arrive on the MHA website 2022/23



Breakdown of sessions on MHA website 2022/23



MHA+ website

The MHA+ website is continually updated to reflect developments across the workstreams and ensure the site is accessible to all.

The MHA+ calendar includes all events including SIG meetings. A monthly event update is circulated to all members to highlight regular meeting and specialist one off events.

Direct searches (i.e. via google) for the MHA+ website remains the most popular way for visitors to find the site.

Carbon Steering Group

This year saw MHA+ launch a new Carbon Steering Group (CSG) for members, chaired by Chris Green from Leicestershire County Council.

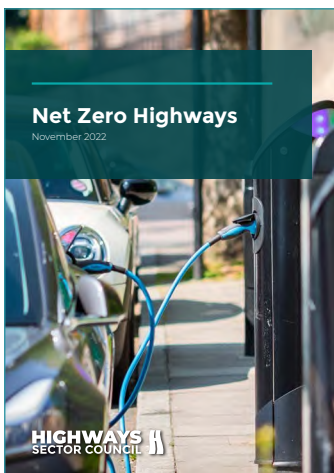


Its purpose is to provide a focus for MHA+ in relation to all matters pertaining to the Carbon Reduction & Net Zero agenda in the Highways sector. Ensuring members are made aware of the work being completed within and by MHA+ members, their authorities, MHA+ groups and regionally and nationally with Government and various organisations including:

- National Highways & transport Network (NHT),
- Future Highways Research Group (FHRG),
- ADEPT
- National Association of Construction Frameworks (NACF)

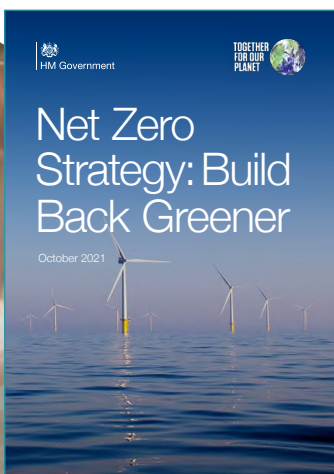
The CSG has already met four times during the reporting year and items covered include:

- Carbon News Bulletin – two completed so far with an average of 30 items relating to carbon matters covered per newsletter, ranging from Live Labs 2 successes, bio-asphalt materials projects, through to hydrogen generators.
- Materials - discussion over the carbon reduction benefits from a variety of materials including Warm Temperature Asphalt and BioGen asphalt technologies.
- Big Ticket value items – creation of a list of key items that provide for the potential for the greatest return for carbon reduction.
- Carbon Calculators/Tools – work with the NHT and FHRG amongst others over the development of key carbon tools and their potential benefits and delivery.



This is in addition to making sure MHA+ on behalf of its members influences how the carbon agenda is shaped and developed within the industry.

The CSG also seek to find and provide good examples of best practice in this rapidly developing area.



Look ahead

from Ann Carruthers

As we progress, we continue to consider how best to develop our culture, improve networking and increase engagement from MHA+ members, stakeholders and suppliers

I can see from the range of metrics that we present in the annual report that there are increasing levels of involvement, contribution and participation. This will be augmented by the MHA+ thematic groups, which are chaired by MHA+ framework suppliers and MHA+ members. The new thematic groups focus on social value, digital and carbon reduction and will identify potential projects, run workshops and provide subject matter expertise to assist in the delivery of these themes - that have wider applicability across the alliance. We are however looking to build on our member engagement in supporting our governance structure. MHA+ is a member led organisation and therefore we need our member authorities to help support the operation so we can all continue to benefit from MHA+.

We have benefitted from the expertise that is available from MHA+ members in relation to framework procurement planning and I look forward to seeing the continued expansion of both the medium schemes (MSF 4) and professional service partnership (PSP 4) frameworks

The MHA+ Team structure will continue to be augmented to ensure that members and suppliers feel supported, are able to access our products, platforms as well as being enabled to take an active part in our planning and governance with relative ease.

We will continue to be both innovative and flexible in the way that we develop our engagement and participation activities – and we provide hybrid, virtual and face-face meeting options as a matter of course so that we accommodate our members preferences and way of working. We continue to use media and our bespoke digital “footprint” to provide immediate access to information

Our 2023 annual showcase will be a face-to-face event and continues our focus on the “value-added” theme from our 2022 annual event - along with skills. The event programme includes opting into breakout sessions, chaired by subject matter experts, and hearing from our MHA+ framework suppliers, who are sponsoring the event, and will be hosting a marketplace.

The programme will provide annual event participants with an opportunity to network and meet our MHA+ framework delivery managers. We look forward to seeing you there.

Contacts

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