



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



Annual Report  
2021/22

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**Ann Carruthers,**

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

# Introduction

Ann Carruthers

Last year was another year of living with COVID-19 with levels remaining high in many areas, but with an easing of restrictions, there was a growing sense of a new normality as we started meeting together and returning to the office, even if only occasionally. We can be proud that we continued to deliver services and works against a background of remote working, high levels of staff absences, ongoing skills shortages, further inflationary pressures on diminishing funding, and with the need to deliver on our carbon reduction targets gathering pace. We certainly have a lot to deal with!

I am pleased to say that MHA+ maintained a full programme of training and events, both virtual and face to face, and embraced digital and cloud-based tools, finding new ways to engage with members, such as Mentimeter® surveys.

Our MSF 4 procurement project benefitted from online collaboration space and document sharing tools, with many alliance members taking part in the development of contract documents and assessment of the tenders returned in December 2021.

The MHA+ Service Improvement Group site was relaunched on a new platform in February, and meetings of the Service Improvement Group Chairs were established to help support and inform the sixteen specialist Service Improvement Groups. Some thirty-two virtual Service Improvement Group meetings were held throughout the year. Increases in the number of attendees, reflect the convenience of meeting virtually and the ongoing commitment to service improvement through collaboration that continues across the Alliance.

The annual event is an opportunity for the Alliance to come together for networking and sharing of ideas. In October, the 2021 MHA+ annual event around the theme of 'Sustainability and Carbon Reduction', was held in-person for the first time since 2018 with a fresh new 'post-merger' look thanks to the new MHA+ marketing strategy. About 90 alliance members attended despite a nervousness about venturing out. For the first time, the keynote speaker presented remotely, showing us that it can be done successfully with the right technology – although it was still reassuring to know that we had plans B, C and D up our sleeves in case we needed them.

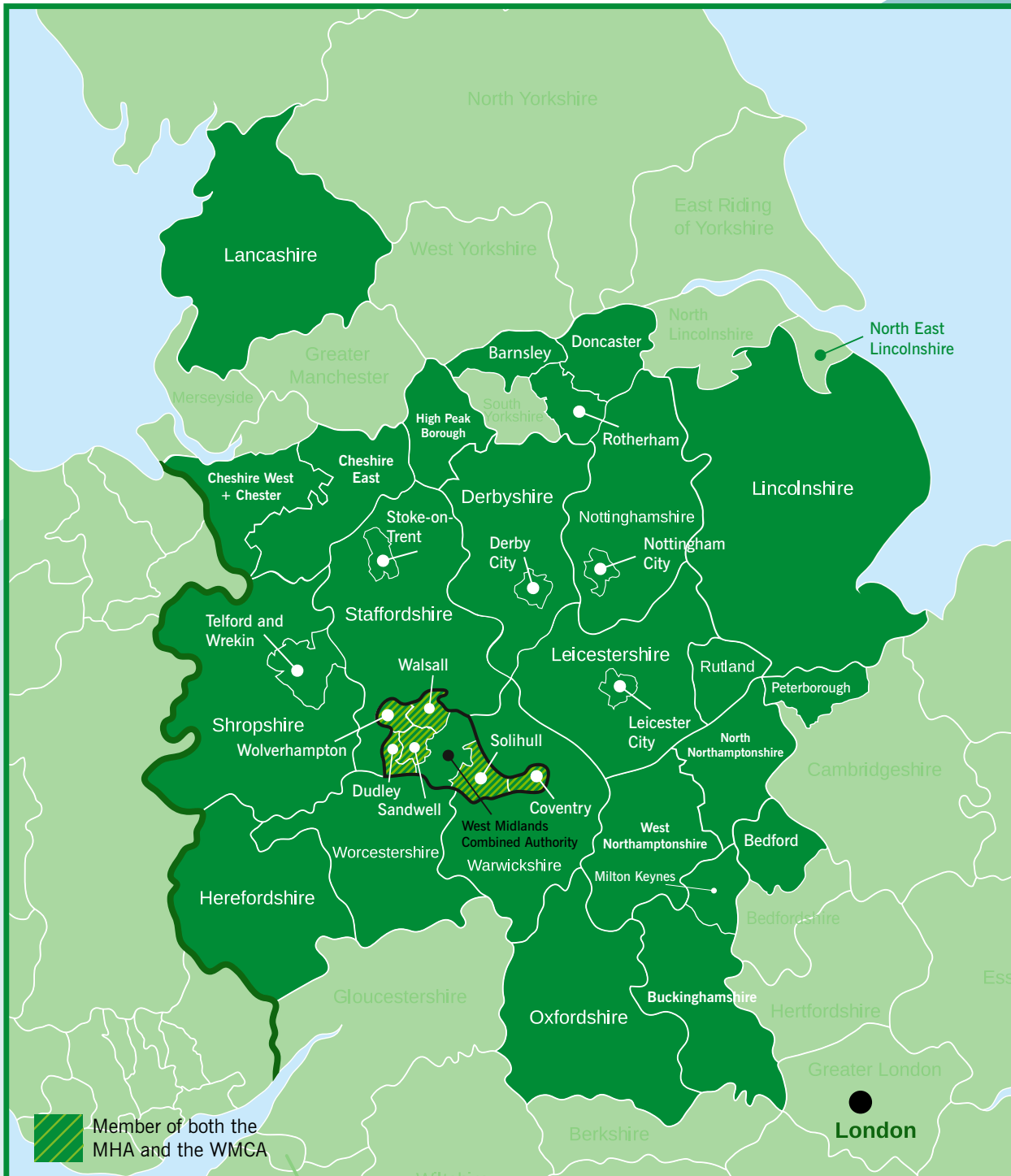
As I reflect on the year described above, it has been a year of change and adaptation in the way we work and the tools we use, and for each of us this personal learning curve will no doubt continue. I am proud of what MHA+ has continued to deliver for and with our member authorities despite the challenges we as a sector, and wider society, have seen. I hope you are too.



# 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 now has 36 member authorities**





FINANCIAL YEAR 2021/22  
**INCOME TOTAL**  
**£718,927**



## Finance 2021/22

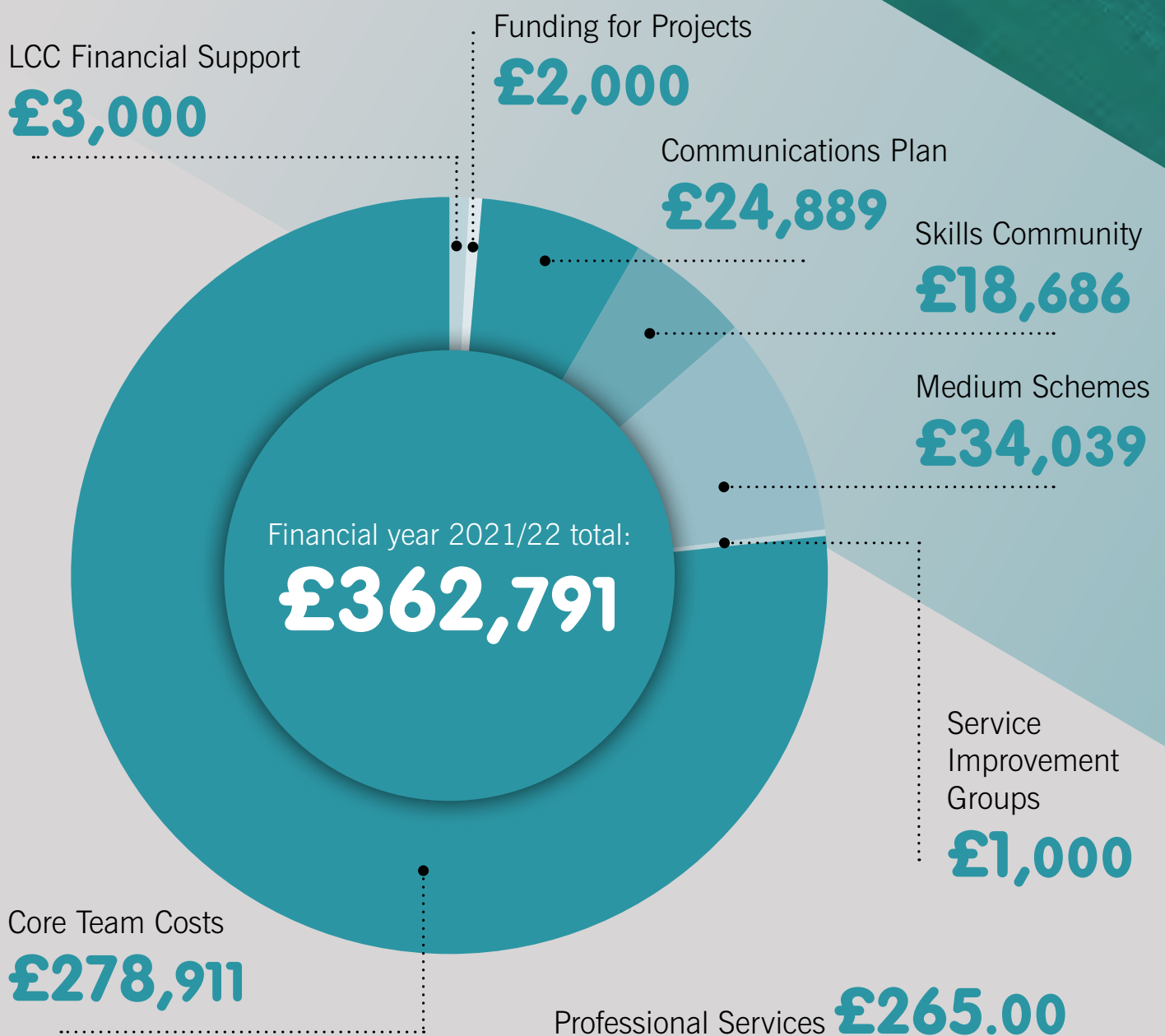
Each year the MHA Executive Board consider the annual business plan, which sets out the key outcomes required from each work stream. The plan details what funding is available to support that work and where it will come from:

### INCOME 2021/22

Budget Category	Income 2020/21
Membership/Annual Subs	£72,000
MSF 3 Procurement Fees	£95,455.76
PSP 3 1% Fee	£391,875.75
Sponsorship	£4,000
Total Income	<b>£563,331.51</b>
Outstanding Income	
Membership/Annual Subs (14 authorities)	£52,500
MSF 3 Procurement Fees (2 authorities)	£65,490
PSP 3 1% Fee (1 supplier)	£37,605.56
Total	<b>£155,595.56</b>
TOTAL INCOME EXPECTED	<b>£718,927.07</b>

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

## EXPENDITURE 2021/22





# Skills community

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



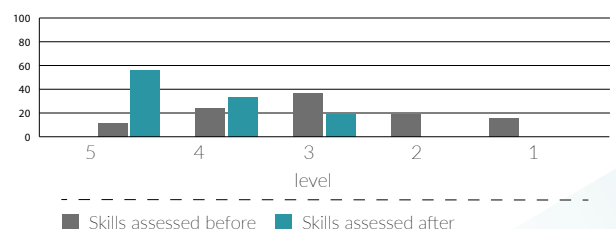
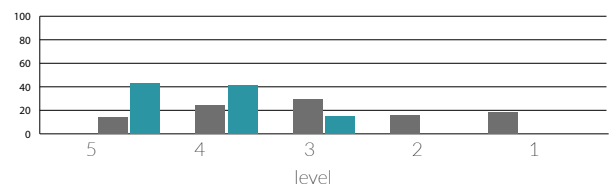
Our 'early adoption of digital innovation has ensured that our investment both in information sharing and learning technology enabled us to be agile in response to COVID-19. The cloud based digital platforms, supporting the MHA+ community, have been designed to incorporate an extended membership with ease, either on an individual member authority, framework supplier or federated basis

This year, we continued to capitalise on the expertise of our supply chain who have provided technical content modules on the lms and webinars on YouTube® with over 760 views of our bite size content.

During 2021/22, our learning and development programme was extended to meet the need for virtual content during COVID-19 lockdowns and we promptly offered face-face learning once lockdown had been relaxed. Our offer included:

- Hosted webinars and webcasts from our suppliers
- Additional learning to develop softer skills to support mental health and resilience
- Virtual learning modules supporting leadership and management skills development
- COVID-19 support

Effective engagement across the MHA+ has been realised, with an incremental increase in the numbers using the MHA LMS to access virtual and 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.

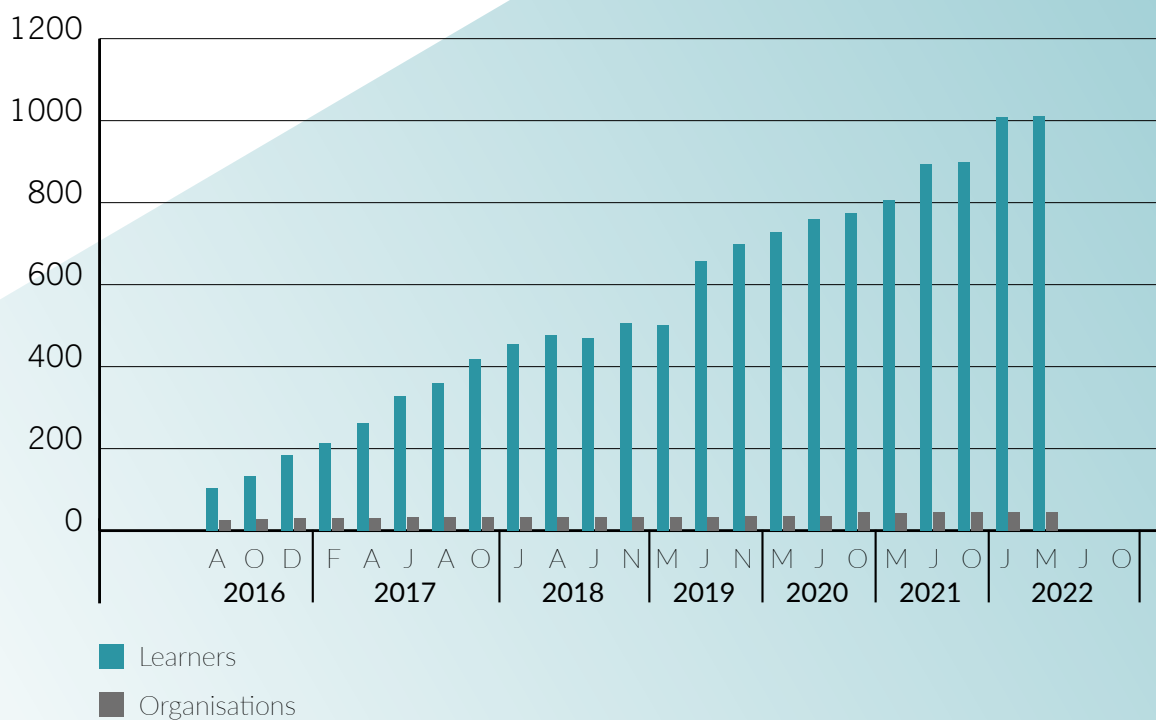


During 2021/22, 187 participants (from 18 organisations) requested MHA+ content that supports the acquisition of technical skills, including design and delivery webinars and face to face events, in between various Covid-19 restrictions. There were 61 'virtual' learners (across 27 organisations) accessing our on-line learning content and webinars. The 2021/22 savings accrued by MHA+ commissioning learning, training and development for our members and their supply chain is £20,352<sup>1</sup>.

Community 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 443 ESP benchmarks have been achieved across 32 schemes as part of MSF 2 & 252 benchmarks from nine MSF 3 schemes.



#### USER REPORT FOR MHA LMS



<sup>1</sup> If delegates accessed learning events direct from the provider



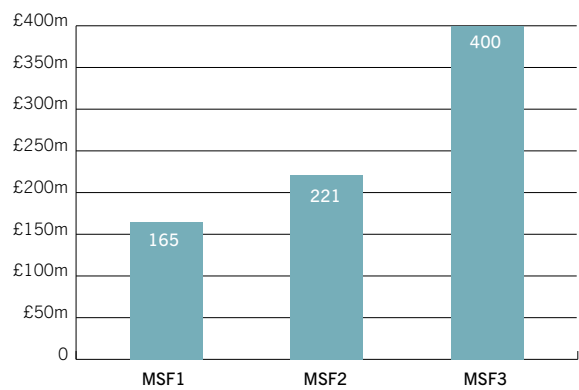
# Medium Schemes

## MSF 3 - our biggest success yet!

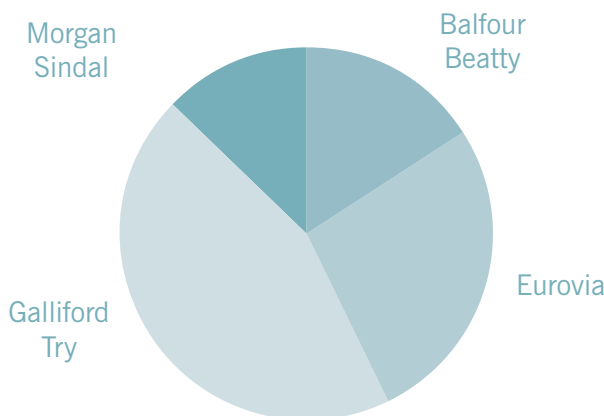
MSF 3 will close to new works orders in the summer of 2022. Contracts already placed by member authorities through MSF 3 will of course proceed through to completion. Since the introduction of two stage (ECI) contracts the typical duration of these contracts has considerably increased, so it will be some years yet before these are all completed.

To date, 14 MHA+ member authorities have placed contracts using MSF 3 which is a similar number to those using MSF 1 and MSF 2. However, the total value of the contracts placed under each framework has increased from one framework to the next (see the graph below). In this reporting year 2021/22, ten projects have started on site with a combined target price of £98,731,927 earning fees for the MHA+ of £160,945 in total. These fees will be used to support the procurement of future frameworks and the ongoing support, training, and management of the current framework, together with other MHA+ activities.

VALUE OF WORK AWARDED THROUGH EACH FRAMEWORK



FORECAST MSF3 SHARE OF WORKLOAD



With just a few months until the close of MSF 3, six member authorities are working closely with framework contractors to enter contract using either the Short or the full NEC4 Engineering Construction Contract. We anticipate between 55-60 contracts will be placed using MSF 3, with a total value approaching four hundred million pounds. One third of these contracts using the Short Contract with the remaining two thirds for the

construction of projects ranging in value from less than one million to over £50 million.

MSF3 has been the first MHA+ framework to include major projects with Leicestershire, Lincolnshire, Buckinghamshire, and the West Midlands Combined Authority all taking this approach to deliver important regional projects that will be completed in the next few years. First to complete will be the SPRINT project delivered by Morgan Sindall and AECOM for the start of the Commonwealth Games in Birmingham.

Framework contractors have all significantly contributed to the growth of the current framework, helping authorities develop projects from initial business case through to completion. They have helped new users of the framework to understand framework processes and they have supported the regular Framework Community Board meetings with regular presentations and by taking leading roles in the various working groups. The significant increase in forecast expenditure has been split across all four framework contractors.

## MSF 4 Procurement has been a great team effort.

The project to develop a replacement for the Medium Schemes Framework MSF 3 began in January 2020 with a framework community board discussion at the Saints ground in Northampton.

At that time there was the potential for a billion pounds of regional highway projects to massively exceed the capacity of MSF 3 before it reached the end of its four-year term. It was agreed that we should start work on MSF 4 immediately and a working group met for a first time at the beginning of March 2020. Two weeks later we were all in lock down!

Despite working from home, the working group continued to meet virtually and as reported last year, first an outline business case for the development of the next Medium Schemes Framework MSF 4 was approved by the MHA+ Executive Board and then a detailed business case was developed which is available to view on the website.

The business case includes details of the governance and resources required to complete this project. It has truly been a great team effort with more than thirty colleagues from twelve different member authorities playing a part supported by Leicestershire County Councils' procurement team and the MHA+ team providing project management support.

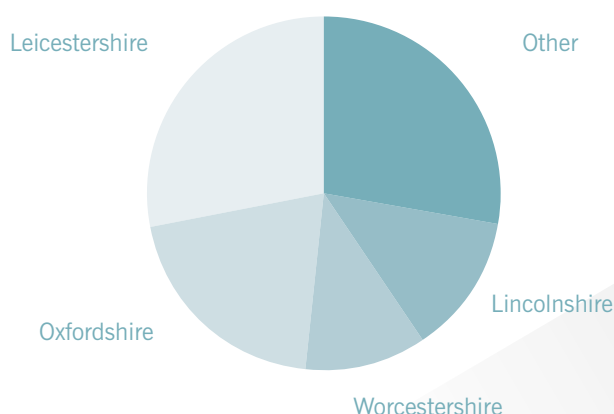
Other authorities included Buckinghamshire, Derby Doncaster, Leicester, Nottinghamshire, Staffordshire, West Northamptonshire, and Wolverhampton. The MSF 4 contract notice was published on 16 April 2021, this was another first for the framework. Following Brexit, the Official Journal of the European Union has been replaced by the British Governments' Find a Tender service. The notice which is still available, attracted a lot of interest from the industry despite a significant number of other bidding opportunities. We received twenty-five responses to the two stage "restricted procedure" from the industry. And over the summer of 2021, the team assessed the submissions against a wide range of criteria which included financial, health and safety, equal opportunity and diversity policies as well as other technical criteria.

At the same time project teams from Leicestershire, Lincolnshire, Oxfordshire, and Worcestershire helped to prepare tender documents around four typical highway projects covering the range of works delivered through the medium schemes' framework over the last twelve years. Once again, the documentation is based on the NEC4 suite of contracts, which drives improvement through collaboration. The NEC4 reflects procurement and project management developments and emerging best practice. In October 2021 tenders were invited from a list of eight leading highway contractors to be returned before Christmas. A team of twenty local authority colleagues have completed the tender assessment during January and February. A very high quality of tenders was received with 68% of all responses being judged good or excellent. The framework forecast value (£100 million per annum) and extended duration (4+2+2 years) resulted in competitive pricing being submitted with a 1% reduction in the average direct fee percentage compared with MSF 3.

In March 2022, further clarifications of the bids were requested from all eight tenderers. This additional information has been reviewed and a procurement report has been prepared which will be presented to the Framework Board in April. Contractors will then be informed of their outcomes and following a standstill period we will move to the award for the Framework. The successful contractors will then be asked to complete the Framework Agreement.

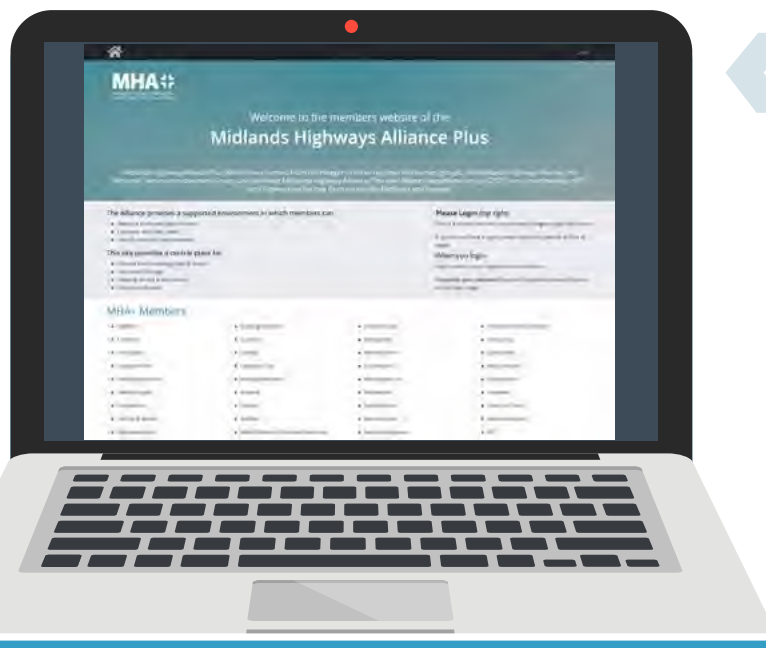
The successful contractors will be introduced at the Framework Community Board in May. MSF 4 will be launched at the MHA+ annual conference on 22 June 2022.

### SUPPORT AND RESOURCES FROM ACROSS THE MHA+



# 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.



The new MHA Plus SIG members website launched in February 2022 and is hosted by Measure2improve. Over 350 active users have already registered.

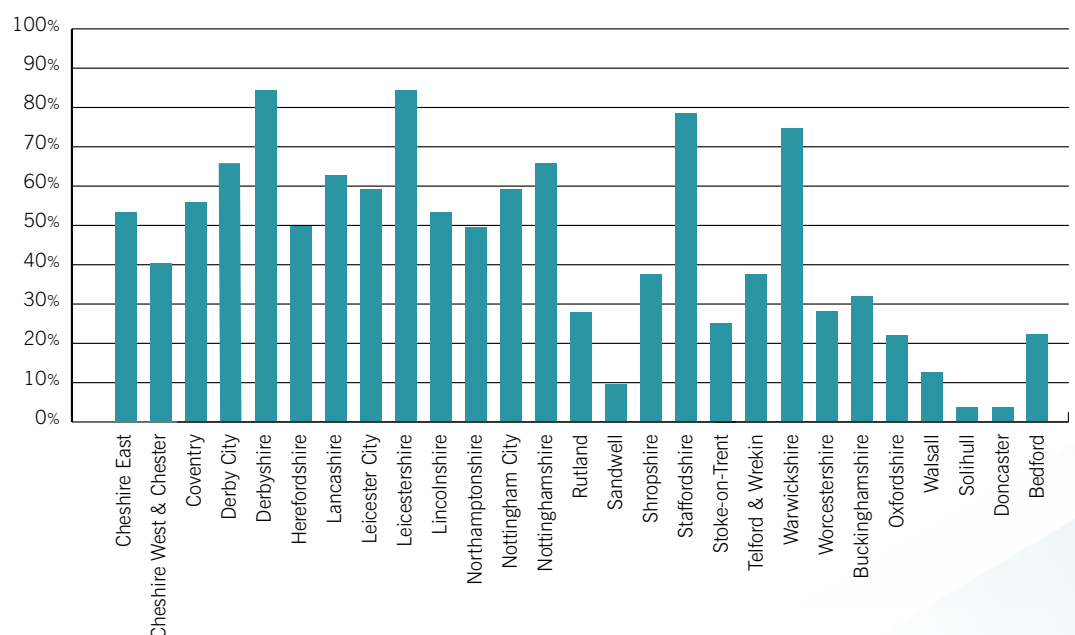
OVER  
**70**  
Discussion board  
questions posted  
in 2021/22



OVER **140**  
Individual responses  
from the Service  
Improvement Community

An average of **47%** of committed authorities attended each meeting. There were **32** Service Improvement Group meetings held in **2021/22** – all using MS Teams.

% OF SERVICE IMPROVEMENT GROUP MEETINGS ATTENDED SINCE 1st APRIL 2021 BY AUTHORITY



## Group updates

All groups have been meeting regularly and two new sub-groups of the Low Carbon Travel & Transport group have been set up – EV Charging Infrastructure and S106 Travel Plan Monitoring. These will allow members to discuss these matters in more depth and bring in interested parties from other SIGs and the wider alliance.

**All Terms of Reference have also been updated for 2022/23.**

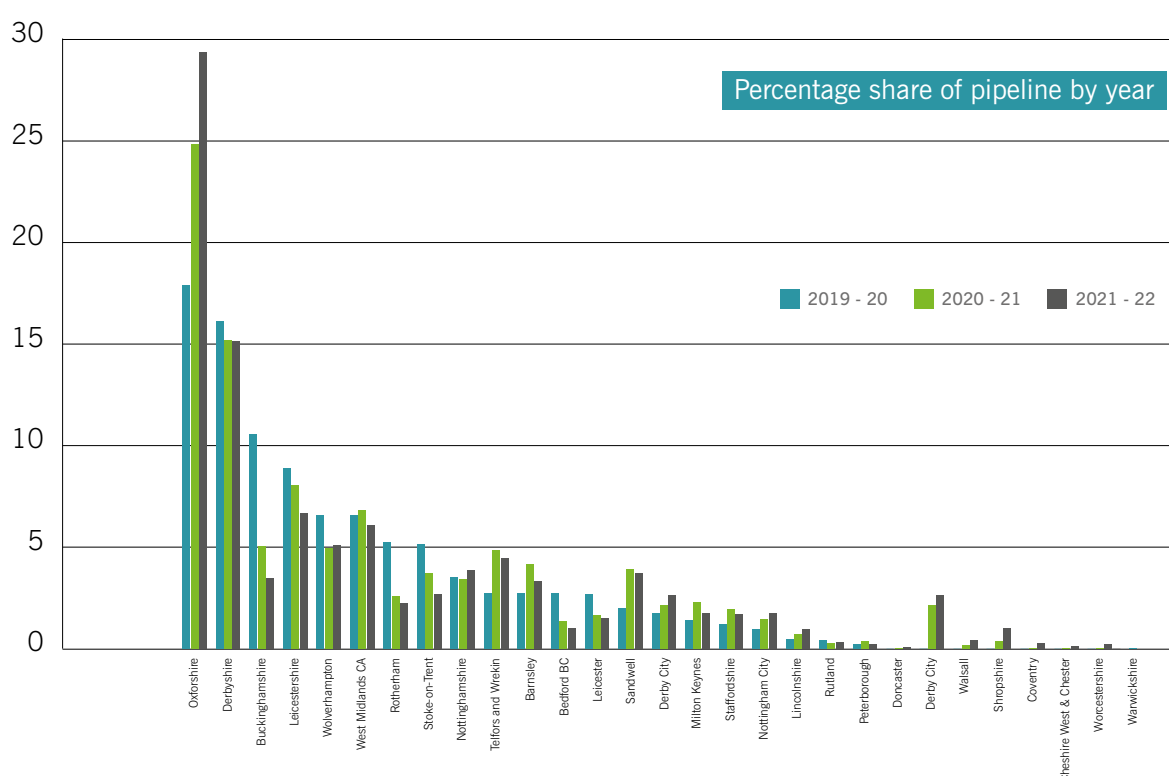
<b>Casualty Reduction</b>	<b>Civil Parking Enforcement</b>  Working with the Traffic Engineering group to ensure all PCNs and associated enforcement correspondence/ orders are amended prior to upcoming legislation changes relating to Moving Traffic.	<b>Development Management</b>	<b>Flood Water Management</b>
<b>Highways Records &amp; Searches</b>	<b>Highways Asset Management</b>  Continuing to work towards a consistent approach to measuring and reducing carbon usage for highways maintenance and asset management activities.	<b>Highways Structures</b>  Highlighting the scale of work to be carried out in order to improve the condition of structures condition across the region and raising awareness of the impact that failing structures can have on communities.	<b>Low Carbon Transport &amp; Travel</b>  New EV charging and S106 sub groups formed (see note above)
<b>Street Lighting</b>  Exploring innovations such as solar street lighting and EV charging from lamp columns as well as comparative work to assess impact of rising energy costs.	<b>Street works &amp; Temporary Activity</b>	<b>Term Community</b>	<b>Third Party Claims</b>
<b>Traffic Engineering</b>  This group has re-formed over the last 12 months due to the upcoming introduction of Moving Traffic Enforcement powers for local authorities.	<b>Traffic Signals</b>  Sharing information from industry on supply chain challenges affecting this area of work.	<b>Transportation Data &amp; Analysis</b>	<b>Winter Services</b>



# Professional Services

**PSP 3** continues to support members in the delivery of highway projects throughout the whole project life cycle, from gathering evidence for bidding and planning processes, through advanced and detailed design stages, to the construction and post-construction monitoring stages.

The framework has now delivered almost £80 million work through Lot 1 (project work) or Lot 2 (secondment of skills) since April 2019, with the number of members using the framework growing from 21 to 29, which is about 83% of the membership.



The performance of the framework is monitored against 10 Lot 1 Key Performance Indicators and 6 Lot 2 Key performance Indicators. The 360° scores have been gathered on a bi-monthly basis and are consistently above the framework target of 8.0, with suppliers in year 3 averaging 8.62 and clients averaging 8.63. Additional KPIs have been suggested, for example Social Value and Carbon Reduction, and clients can supplement with local project PIs.

## MHA+ PSP 3 Lot 1 360° Feedback Questionnaire

1	Brief & Scope - Understanding the Client's requirements, contribution to developing the brief	
2	Time - Milestones / completion targets achieved, prompt replies to queries	
3	Financial Control - Quality and timeliness of information, accuracy of fee estimates or works costs	
4	Option Appraisal - Quality of ideas, scope of investigation, quality of analysis and advice	
5	Project Management - Team working, design process, pro-active, progress oriented	
6	Responsiveness - Ease of contact, adaptability to change, time to respond	
7	Communication - Information, reports, completeness, clarity, accuracy, timeliness	
8	Innovation - Quality of design solutions, creative thinking, problem solving	
9	Value for Money - Delivered value for money and efficiency savings where applicable	
10	Health & Safety - Applied experience, guidance and knowledge to effectively manage H&S through all stages, design out risk and maintain the safety of all stakeholders	
TOTAL Average Score - Satisfaction of the PSP 3 Supplier (Total/Number Completed)		0

## MHA+ PSP 3 Lot 2 360° Feedback - secondee

5	Project Management - Team working, integration, pro-active, progress oriented	
6	Responsiveness - productivity, adaptability to change, time to respond, advice and guidance, completion targets achieved, prompt replies to queries	
7	Communication - Information, reports, completeness, clarity, accuracy, timeliness	
8	Innovation - Ideas, creative thinking, problem solving	
9	Value for Money - Technical knowledge provides value for money; efficiency savings, where applicable	
10	Health & Safety - where applicable, applied experience, guidance and knowledge to ensure H&S guidance was met and the safety of others maintained	
TOTAL Average Score - Satisfaction of the PSP 3 secondee		0



The share of work between Tier 1 and Tier 2 providers remains relatively consistent with Tier 2 providers delivering only 5-10% of the work and growing slowly despite performing well, with performance in Year 3 averaging 8.73.



## PSP 4 – the procurement process is now getting underway

The project to develop a replacement for the Professional Services Framework (PSP3) has begun with a Prior Information Notice (PIN) issued in April 2022 to engage with the industry and seek supplier views on the shape of PSP 4.

Responses were received from 17 suppliers, including all four of the present incumbents. A client survey was also issued to gather the views of framework users and there will be more work undertaken to identify client requirements.

At a feedback meeting due to be held on 26 May, a client working group will be established to help shape the new framework and take the procurement process forward. It is intended to issue the tender documents in the Autumn 2022 and have the new framework in place in April 2023.

### PSP 4:

#### Prior Information Notice (PIN) Summary

- ▶ PIN advertised for 5 weeks
- ▶ Market engagement questionnaire designed to help scope future procurement options
- ▶ 6 key questions asked for consideration
- ▶ 17 suppliers responded
- ▶ All incumbent providers responded to the market engagement

## ➤ Sharing information

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

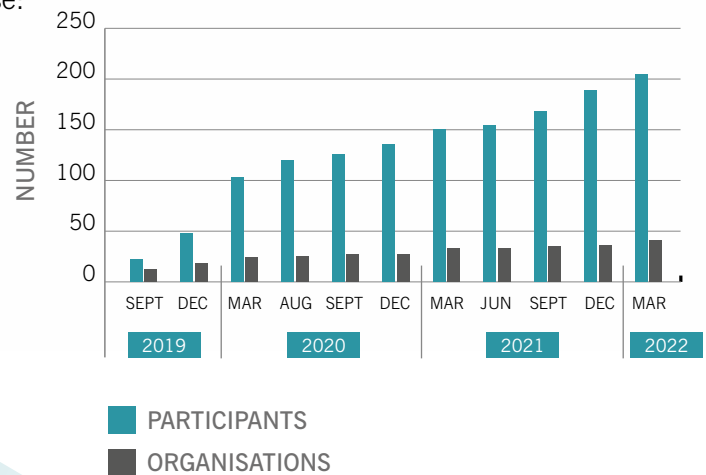
Our cloud based digital platforms, supporting the MHA+ community, have been designed to incorporate an extended membership with ease, either on an individual member authority, framework supplier or federated basis

### The digital platforms include

- the bespoke Information Sharing Platform (ISP), available to approved users, with levels of secure access to documentation. Registered user numbers continue to increase: over 200 registered users from 41 MHA +

organisations. The flexibility of the platform provided a secure system to enable MSF 4 procurement activities, with document access limited to specific roles.

- the bespoke Learning Management System (LMS) was used to deliver virtual learning content; face to face workforce development events; and managed attendance to the 2021 MHA+ Annual Event.



Users MHA+ ISP



Welcome to the Midlands Highway Alliance skills community self registration page

From here you will be able to create your own learner record by clicking on the register button below and filling in the on-line learning profile, all e-learning and face-to-face training should be selected from the Requested Learning Tab

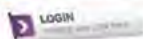
If you are unsure as to which course you require, please click here for MHA skills community courses

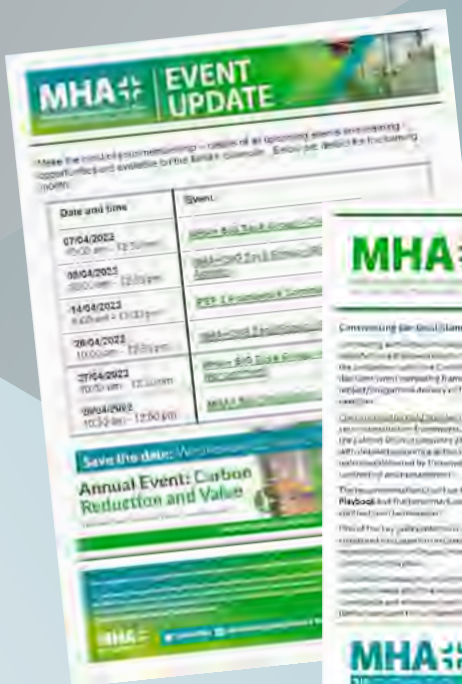
If you have a learner record, please log in using the button below.

For some of the skills community courses, there may be a charge. Please source your training through our online shop using the following link. Upon payment you will be asked to pay (if the course has a cost) at this point you can define a discount code.

For full information of charges go to [www.mha-isp.org.uk](http://www.mha-isp.org.uk) and click on the skills community link.

Upon payment you will be asked to register and your log in details will be sent to you. If you already have log in details please log in using the button below.





As well as the bi-monthly newsletter which is circulated to all members and partners on request, we have also introduced a new monthly update to alert members of upcoming events.



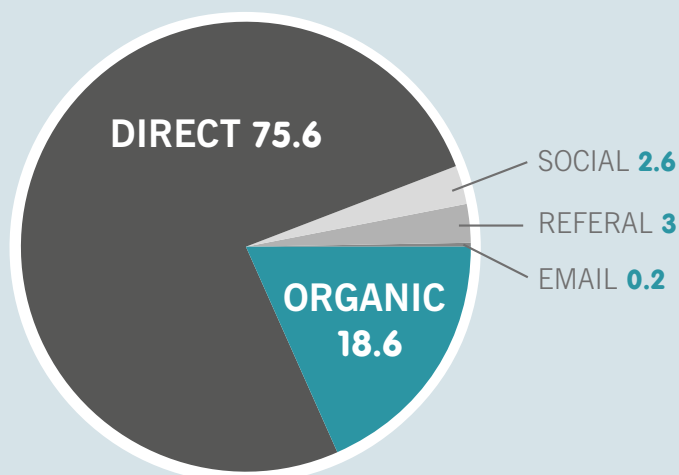
## MHA+ website

The MHA+ website is continually updated to reflect developments across the workstreams and we are currently undertaking a review of the site to update our accessibility statement. The Service Improvement Group (SIG) website has been redesigned and relaunched.

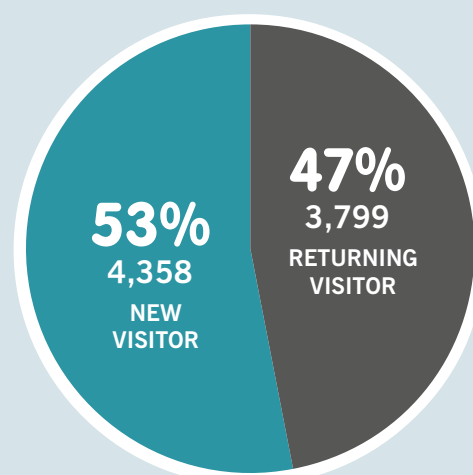
Direct searches are now the most popular way for visitors to come to the MHA+ website, increasing from 39.9% in 2020-21 to 75.6% in 2021-22, see the detailed breakdown below.

See page 12 for information on the SIG. The MHA+ website includes the days of these meetings on the MHA+ calendar.

How visitors arrive on the MHA website 2021/22



Breakdown of sessions on MHA website 2021/22



## ➤ Case Study: Social Value & Sustainability

**Project:** Colliery Way (formerly known as the Gedling Access Road)

**Client:** Nottinghamshire County Council

**Partner/Associate:** Balfour Beatty, Via East Midlands

**Total Project Value:** £37.4 million

**Length of Project:** 30 months (Jan 2020 – July 2022)

**Completion date:** Colliery Way Opened - March 2022, other works planned July 2022

### Background

The aim of the project was to enable sustainable redevelopment of the former Gedling Colliery / Chase Farm site and improve journey times, as well as reduce congestion through Gedling Village. This improvement will also be instrumental in bringing new homes, jobs and businesses to the area.

This was achieved with the construction of a new 3.8km single carriageway road to the northeast of Nottingham linking the B684 Mapperley Plains Road and the A612 Trent Valley Road/Nottingham Road.

The project was procured under MSF3, including 18 months of ECI (with six months under contract with co-location).

Colliery Way, which takes its name from the former colliery site, crosses several fields, Glebe Farm and a section of the walled garden at Gedling House, which is a Grade II Listed Building, and a section of the Carlton-le-Willows Academy grounds.



## Key features of the project

The project incorporates seven key junctions along its length to integrate the new road with the existing highway network and provide access to the proposed mixed-use development at the former Gedling colliery. These include:

- two new traffic signal-controlled junctions including pedestrian crossing facilities at either end at junctions with the B684 Mapperley Plains Road and A612 Trent Valley Road / Nottingham Road that ties into Burton Road and Whitworth Drive
- a new 5-arm roundabout connecting Colliery Way with Arnold Lane and the Gedling Colliery development site
- a new 4-arm roundabout connecting Colliery Way with the Gedling Colliery development and future employment site
- two new T-junctions providing links with the northern and southern sections of Lambley Lane with Colliery Way
- a new 3-arm mini-roundabout on Lambley Lane connecting the southern section of Lambley Lane to Colliery Way

In addition, there was a requirement for several access points to serve land, property, and drainage attenuation ponds.

## CONSTRUCTION TEAMS MOVED 512,000 CUBIC METRES

of earth, enough to fill **204**  
Olympic swimming pools



## 45,816

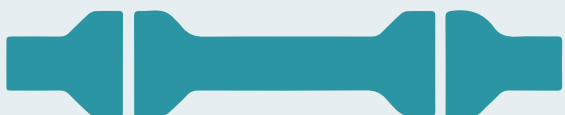
## TONNES

of tarmac laid



## 30 KILOMETRES

of drainage pipes and cable ducts



Councillor Mike Quigley MBE, Chairman of Nottinghamshire County Council said

*"I am looking forward to marking the official opening of this long-awaited road and delighted that the pupils from Carlton Le Willows school can help me plant a major oak sapling from Sherwood Forest to commemorate the occasion."*

*"I would like to say thank you to everyone who has been involved in working on this road, which has been in the pipeline for over 50-years. We've been through some challenging times in the last couple of years and this road is testament to successful partnership working and the support of local people."*

## Key achievements

### Community Engagement

- Monthly 'Emailme' newsletter to over 2,200 subscribers kept everyone updated about our latest construction activities, road works and updates on different topics such as environmental work, community activities included drone flyovers – it was well received and shared across social media by partners and local community groups.
- Hosting a successful Open Day for the local community to walk/cycle/run the new the road prior to its opening to vehicles. The formal opening ceremony attended by all partners and key stakeholders including pupils from the local school and residents was followed by an open site event in the afternoon which attracted around 500 visitors, with tuk-tuk vehicles from a local charity, and a fact-finding question sheet (project construction and environmental facts) with a colouring activity for kids, and project staff on hand to answer any questions from the public.



### **Supporting local community projects and charities throughout the project:**

Balfour Beatty was keen to engage with local communities to help mitigate the impact of the works on local villages such as Burton Joyce as part of our commitment to leaving a positive legacy in local communities.

Throughout the project the Project Team engaged with local communities to provide creative and sustainable solutions on several community projects which helped create lasting relationships and preserved local landmarks such as:

#### **3rd Woodthorpe Scout Group**

- A new campfire base and path for the local scout group was constructed for the 3rd Woodthorpe Scout Group were significantly affected by the project with a large section of their site being transferred to Nottinghamshire County Council for construction of the new road. Balfour Beatty and Via East Midlands wanted to ensure a positive outcome for the group so with their subcontractors they built a new campfire circle for the group.
- A new safe and sustainable footpath from the group's remaining site to the Pepper Pot has been created. The Pepper Pot, an old railway tunnel vent shaft, is a local landmark and was saved by ensuring the new road was built around it.

#### **Burton Joyce Cemetery**

- Burton Joyce Parish Council identified the re-surfacing of the old and damaged pathways in Burton Joyce Cemetery. The work was undertaken by Balfour Beatty's subcontract partners, Hanson, and the team laid 32 tonnes of tarmac with fantastic results.



### **Additional community engagement included:**

- Working with Positively Empowered People, a local social enterprise, to develop and deliver a mental health and wellbeing toolkit programme to our workforce as well as sponsoring the organisation at various events to support them in their similar work within the local community
- Providing materials and labour to build timber box planters in the Phoenix infant and primary school yard and management support for their school library bus project
- Providing materials and labour to erect a perimeter fence and information sign for Carlton Hill Community Action Group at their memorial woodland area, and providing a plaque for their Queen's Canopy Jubilee project
- A survey of the existing building services in the old Gedling railway station, to assist Gedling Youth and Community Hub in their future refurbishment works
- The site team volunteering at the 5km Gedling parkrun run held in Gedling Country Park
- The site team attending numerous careers fairs, to provide information on routes into the construction industry and the wealth of opportunities for careers in construction
- Fundraising activities on site - supporting Macmillan coffee mornings, 'Wear it Pink' for Breast Cancer Awareness, and the local Arnold Foodbank
- Litter picking days around the site

### **Innovation**

The Project team worked hard across the whole period to look at innovative solutions to both provide cost savings (estimated savings £1.5 million), but also to find solutions that had improved environmental outcomes and engineering solutions that were lower risks. Examples include:

- Introduction of a fill and monitor solution to construct the highway embankment over a landfilled railway cutting. Part of the road is carried on a 5m high embankment which overlies a historical railway cutting. The railway cutting was up to 9.5 m deep and infilled with landfill materials. Ground investigation was carried out to determine the

composition of the landfill material, which generally comprised a clay/sand matrix with relatively thin layers of non-soil materials. A risk-based approach was used to compare the relative merits and risks associated with various forms of ground treatment. The preferred approach was to construct the embankment on untreated landfill material and to use a system of monitoring to prove when settlement was complete, resulting in the least-time/cost, least-carbon option

- Improving safety by using track grips on ground-working plant. Cleats were used on the tracks of ground-working plant installing herringbone counterfort drainage across the face of the slope of a 1 in 3 embankment on a clay soil. The track grips offered improved grip and improved safety working on the diagonal particularly when the ground was damp
- Pumps suspended on a floating pontoon system were used to pump water from attenuation ponds to relocate around the site for water management and in bowzers for dust suppression – eliminating the pumping of silt
- The use of soda blasting as an alternative to more aggressive grit blasting and/or use of chemical cleaners, to remove graffiti and bitumen residues

The project was registered with the Considerate Constructors Scheme, with 5 monitoring visits throughout the construction period. At the last assessment in May 2022, the project achieved a Report score of 45/45 and a Collaboration score of 4/5, giving an Overall Score of 49/50, ranking the project as Outstanding.

## Savings

Throughout the 6-month Early Contractor Involvement period under MSF 3, estimated savings of £1.185 million were achieved. A significant element of this was delivered from reviews of Statutory Undertaker diversions, by sharing information and working collaboratively to challenge costs and methods (e.g. diversion versus protection) and programme savings.

Other ECI savings included a review of high friction surfacing requirements, design of transfer platform and piling requirements and the use of pre-fabricated manholes and catchpits.

Also captured in the construction phase are further savings bringing the overall total to an estimated £1.5 million in innovative solutions used on the project.

## Environment and Ecology

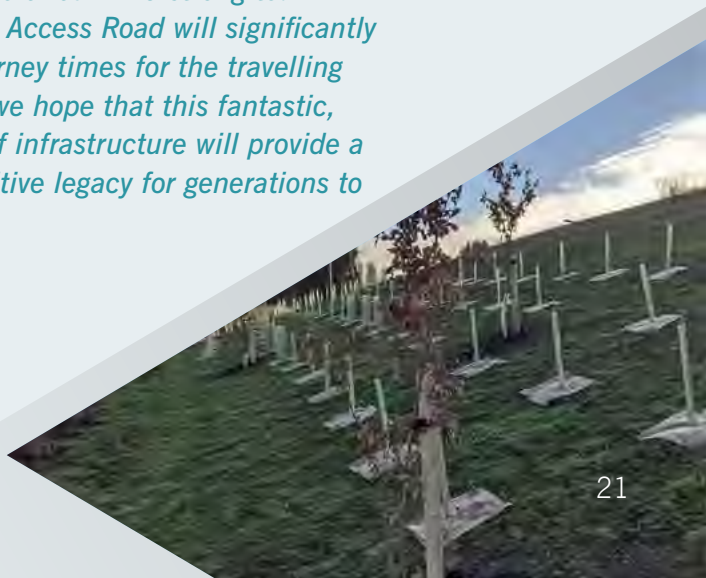
New energy-saving LED streetlights which are 60% cheaper to run than the old-style, low pressure sodium lights have been installed along the length of the road including the roundabouts. The street lighting is designed to minimise the impact the light has on the environment by ensuring the column height is the minimum necessary to achieve the required illumination and by ensuring the design of lanterns reduce as far as possible vertical and rearward spillage of light.

A variety of ecological measures were put in place throughout the construction of Colliery Way, including seven badger tunnels, seven bat hop-overs and six amphibian tunnels. To integrate the new road into the surrounding countryside, native species in keeping with the local landscape will be used. To maintain and improve biodiversity, woodland edge planting, hedgerow planting and species rich grass seeding will also be carried out. The landscaping scheme will result in the planting of 53,000 new trees.



Neil Hodgson, Consultancy Director at Via East Midlands, said: *“Via East Midlands is proud to have played a pivotal role over a number of years in designing, developing and managing the delivery of this major project alongside our partners.”*

Stephen Semple, Area Director at Balfour Beatty, said: *“The opening of the Gedling Access Road concludes two years of hard work, and is testament to the unwavering dedication and expertise of our 120 strong team. The Gedling Access Road will significantly improve journey times for the travelling public and we hope that this fantastic, new piece of infrastructure will provide a lasting, positive legacy for generations to come.”*



*“The pressure is on to achieve our carbon reduction targets, needing not only consideration and adaptation, but also new ways of thinking.”*



## Look ahead

from Ann Carruthers

As we head into another year, our new view of ‘normal’ is evolving. Our needs and expectations have changed, putting flexibility, adaptation, and innovation at the core of our thinking. MHA+ must do the same to help support alliance members to meet those changes.

Our core team is relatively small and as client teams become smaller or bolstered by staff less familiar with our frameworks, we will need to review our current working practices and adapt them to ensure that they are clear and easy to follow.

To be effective as an alliance, we need continued member engagement to support governance and ensure that we reflect the priorities and needs of our members; that our frameworks are procured and applied consistently to achieve efficient service delivery, and that we continue to reap the benefits of working in collaboration to help achieve best practice. Assessing and improving engagement is essential for ongoing review and improvement. In the coming year, we will need you to help us get MSF4 up and running, procure PSP4, continue to support SIGs, improve our performance management and benchmark ourselves with the Industry.

As we have experienced the benefits of virtual meetings in terms of less wasted time spent travelling and associated carbon impact, it is likely to face-to-face meetings will be less frequent. When we do meet, the journey must be worthwhile to achieve more through the opportunity for collaboration. As a result, MHA+ aims to have a collaborative topic to be explored at each meeting held in person. You will also see us move away from some of our regular venues to

those better able to support hybrid meetings.

The annual event will again be in-person, but we are reducing our carbon and environmental impact by improving active travel options and moving to digital brochures. It is the day before ‘Women in Engineering’ day so we will also be highlighting the contributions that they make across the Alliance and hoping to improve on the 24% women who attended last year.

The pressure is on to achieve our carbon reduction targets, needing not only consideration and adaptation, but also new ways of thinking. I am pleased to announce that Ian Bamforth has joined the team to help us co-ordinate what we are already doing, identify the gaps that stop us moving forward, and concentrate our efforts to remove some of the barriers to achieving our targets. Quite an ambition in an evolving situation particularly given cost and inflationary pressures across all our services, but we need to make a start. I am confident MHA+ will continue to drive best practice to support our members and we look forward to working with you over the coming year to ensure we are delivering value and reducing carbon across our highways activities.



# Contacts

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