

**ADEPT Engineering Board**  
**11 April 2025: 10.00hrs – 13.00hrs via Teams**  
**Meeting notes & actions**

**Attendees:**

<b>Name:</b>	<b>Initials</b>	<b>Representing</b>
Mark Stevens (Chair)	MS	Haringey Council
Angela Moukouta (Secretary)	AM	Haringey Council
Alex Walton	AWal	Arcadis
Andrew Loosemore	AL	Kent County Council
Andrew Tatt	AT	Rutland County Council
Carl Skelton	CK	East Riding Council
Christopher Stokes	CSto	Michelin
David Boyer	DB	Warrington Council
Emily See	ES	Amey/LGTAG
Helen Rowe	HR	Kent County Council
James Bailey	JB	Staffordshire County Council
Jo Edwards	JE	Warwickshire County Council
Jack Wiltshire	JW	Devon Council
Keith Tovee	KTo	Essex County Council
Marcus Alford-Longley	MAL	Warwickshire County Council
Mark McPeak	MM	Infrastructure NI
Matt Eglinton	ME	Department for Transport
Navid Afshar	NA	Norfolk County Council
Nick Henstock	NH	West Northants County Council
Pat Clarke	PC	Leicestershire County Council
Peter Massie	PM	Essex Highways
Rose McArthur	RM	Cheshire West and Chester Council
Simon Jeffrey	SJ	Local Government Association
Stephen Child	SC	SMC Consultancy

**Apologies:**

Andrew Warrington	AW	Arcadis
Anthony Boucher	AB	Hertfordshire County Council
Emma Cockburn	EC	Southwest Highways Alliance
Malcolm Fairhurst	MF	Bolton Council
Jane Young	JY	Surrey County Council
Julian Gould	JG	Derbyshire County Council
Grahame Bygrave	GB	Norfolk County Council
Hannah Bartram	HB	ADEPT
Karl Melville	KM	Cumberland Council
Kylie Russell	KR	ADEPT
Kevin Townley	KT	Norfolk County Council
Neill Bennett	NB	Derbyshire County Council

Paul Fermer	PF	Oxfordshire County Council
Robert Richards	RR	Devon Council
Tim Lawton	TL	Hampshire County Council

Items	Topics for Discussion	Action by
1.	<b>Welcomes, introductions, and purpose of joint meeting:</b> <ul style="list-style-type: none"> <li>MS welcomed everyone to the meeting.</li> <li>Apologies noted (listed above).</li> </ul>	
2.	<b>Leveraging Data &amp; AI to shift gear on road safety</b> <ul style="list-style-type: none"> <li>JE discussed the motivation behind the project, focusing on road safety for the 18-25year-olds</li> <li>JE shared a tragic collision incident that inspired the project and the need for innovative approaches</li> <li>The team has commissioned Somoco, a behavioural science company, to conduct research on young drivers' behaviours.</li> </ul> <b>Project Details and Methodology</b> <ul style="list-style-type: none"> <li>JE explained the selection of the Fosse Way, a rural road in Warwickshire for the project.</li> <li>The team aims to change the perception of speeding to make it as socially unacceptable as drink driving</li> <li>JE highlighted the importance of understanding the reasons behind young drivers' behaviours through research</li> <li>The project involves developing educational materials, marketing campaigns, and behavioural change posters.</li> </ul> <b>Arcadis and Michelin Partnership</b> <ul style="list-style-type: none"> <li>AWal gave an overview of the Arcadis and Michelin partnership, emphasizing their combined expertise in road safety and vehicle data</li> <li>The partnership aims to offer comprehensive solutions for proactive identification of risk and targeted safety interventions</li> <li>CO explained the data collection process using software development kits typical and atypical behaviours and their severity</li> </ul> <b>Data Analysis and Risk Modelling</b> <ul style="list-style-type: none"> <li>CO discussed the importance of data from all modes of transportation, not just cars</li> <li>The risk model identifies critical speeds and locations for specific types of collisions</li> <li>The team uses data to develop a risk score and apply it across the entire roadway network</li> <li>The analysis helps in identifying priority intersections and areas with high-risk events</li> </ul>	

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	<p><b>Implementation and Mitigation Strategies</b></p> <ul style="list-style-type: none"> <li>• MAL outlined the mitigation strategies, including traditional engineering measures and new technologies.</li> <li>• The team is exploring dual VAS signs with thermal cameras to provide real-time alerts to drivers</li> <li>• Solar studs are being considered for bends and curves to improve visibility at night</li> <li>• Behavioural change posters are being developed to reinforce safe driving messages along the Fosse Way</li> </ul> <p><b>Challenges and Future Plans</b></p> <ul style="list-style-type: none"> <li>• The team is working closely with local authorities and elected members to secure funding and support</li> <li>• The project aims to evaluate its effectiveness to identify the most impactful measures</li> <li>• The team is excited about the potential impact of the project and the recognition they have received</li> </ul> <p><b>Discussions &amp; Questions</b></p> <ul style="list-style-type: none"> <li>• There were concerns about non-compliant signs and the use of data</li> <li>• The team discussed the importance of local validation and contextualisation of data</li> <li>• RM raised questions about near miss data collection and its subjective nature</li> <li>• The team explained the process of filtering and analysing near miss data to identify high-risk</li> </ul> <p><b>Next Steps &amp; Follow-Up Actions</b></p> <ul style="list-style-type: none"> <li>• The team discussed the importance of continued collaboration and innovation in road safety</li> <li>• The team expressed their commitment to improving road safety and implementing effective measures and were open to being contacted about working with other local authorities,</li> </ul>	
3.	<p><b>Continued use of aged anchors in VRS installations</b></p> <ul style="list-style-type: none"> <li>• MS pointed attendees to the literature that had been shared from SSRA Ltd regarding the above. It was unclear if the approach to ADEPT had been a sales pitch but MS felt that the topic was worth flagging with the Engineering Board</li> <li>• When at Leicestershire CC, MS had picked up that this had been a rather neglected area of highway maintenance so one of the engineers there (Phil Bickley) spent some time researching the subject, as well as collating information on location, condition and testing of existing VRS installations. MS commended the work done and PPC confirmed that work had continued at LCC ever since.</li> </ul>	

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	<ul style="list-style-type: none"> <li>There followed a brief discussion regarding the approaches taken by LHAs in the maintenance of VRS. Whilst there were instances where re-tensioning was occurring, it wasn't always clear if anchorage testing was also being undertaken.</li> <li>Engineering Board members would be checking within their respective authorities to ensure a robust approach was being taken.</li> </ul>	
4.	<p><b>DfT update</b></p> <p><b>PAS 2161</b></p> <ul style="list-style-type: none"> <li>At the last meeting, ME had indicated he would ask someone from the relevant team to talk about PAS 2161 – but ME would do that with the slide pack that had been shared with him.</li> <li>Recap of the update, including the need for classified commission data using Scanner technology</li> <li>The discussion covered the issues around colour data and road conditions, which were highlighted in the NEA report</li> <li>Explanation of the five different categories of road conditions and the importance of granularity in data</li> <li>Update on accreditation trials being carried out by DfT and TRL</li> <li>The trials involve different technology companies and focus on road condition data</li> <li>The selected areas for the accreditation trial routes were discussed, emphasising the variety of geographies and road types</li> <li>The ongoing supplier data collection and the importance of using a common file format was also covered</li> <li>Presentation of process map for the accreditation trials, including benchmarking networks and data calibration</li> <li>The importance of quality assurance and data cleansing is emphasised</li> <li>Discussion of the role of TRL in ensuring data alignment and the potential for different routes depending on data success</li> <li>The update included a reminder for asset management software companies to ensure readiness for data incorporation, whether using Brightly, Causeway, KaarbonTech or other highway asset management system for recording condition/raising works orders etc.</li> </ul> <p><b>Incentive Fund Approach and Data Requirements</b></p> <ul style="list-style-type: none"> <li>Outline of the requirements for the incentive fund approach, including detailed best practice information and mandatory data</li> <li>The importance of transparency and public engagement is highlighted</li> <li>Mention of the need for local authorities to provide detailed reports on their spending and maintenance plans</li> <li>The update included a plea for concise and clear reports to avoid excessive work for the DfT team</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Discussion of challenges of benchmarking and the importance of providing detailed information for the incentive fund approach</li> <li>• The need for early engagement with the DfT to avoid funding withdrawal is emphasised</li> <li>• Highlighted the importance of maximising spend during summer months to ensure effective maintenance</li> <li>• MS clarified that some London Boroughs didn't think that they needed to provide information so the clarification in the slide pack was helpful.</li> </ul>	
5.	<b>Future Highways Research Group update</b> <ul style="list-style-type: none"> <li>• No apologies received from Proving Services and no update provided. However, MS advised that the next FHRG meeting is coming up on 12<sup>th</sup> June.</li> </ul>	
6.	<b>National Bridges Working Group update (HR)</b> <ul style="list-style-type: none"> <li>• Concerns raised about the condition of bridges and the need for increased focus and funding</li> <li>• Acknowledgment of awareness of bridge issues and mention of ongoing work with Treasury to address these concerns</li> <li>• The discussion included the challenges of skills shortages and supply chain issues in the bridge maintenance sector</li> <li>• Emphasis on the need for a similar raised profile for bridges as for roads</li> </ul>	
7.	<b>Soils and Materials Design &amp; Specification Group update (SC)</b> <ul style="list-style-type: none"> <li>• Net Zero asphalt workshop to be held in July, focusing on practical steps to achieve net zero asphalt</li> <li>• The workshop aims to provide facts and guidance on achieving net zero asphalt in daily operations</li> <li>• Potential for participants to include representatives from local authorities and industry</li> <li>• The update included a call for members to encourage their staff to attend regional meetings</li> </ul>	
8.	<b>Street Lighting Group update (KT)</b> <ul style="list-style-type: none"> <li>• Last meeting included an asbestos handling and training discussion</li> <li>• The group is looking on at the East Riding Live Labs project, which involves on-site activities and showcases</li> <li>• The update included information on the interim review of the DNO connection regulatory framework and the review of BS 5489</li> <li>• Emphasis on the importance of regional meetings and KT asked Engineering Board to encourage street lighting staff to attend the local street lighting group meetings</li> </ul>	
9.	<b>UKRLG/ADEPT Asset Management Board</b> <ul style="list-style-type: none"> <li>• NB unable to attend so provided a quick update by email on the last Asset Management Board held on 25<sup>th</sup> February. The main focus of</li> </ul>	

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	<p>the meeting was a presentation by TRL on the work that they are undertaking in support of the Code of Practice refresh and how the board can assist in this. No further updates to provide.</p> <ul style="list-style-type: none"> <li>However, NB also flagged an issue not picked up in the minutes of the January minutes under AOB which was: <i>“any work or thoughts re any best practice regarding rechargeable works given the significant challenge we are getting from loss adjusters i.e. demonstrating actual cost of damage and the financial risk to not being able to effectively challenge the loss adjusters.”</i></li> <li>Please share any thoughts on this with NB</li> </ul>	ALL
10.	<p><b>Future items for discussions</b></p> <ul style="list-style-type: none"> <li>SC suggested inviting Paul Edwards from National Highways to discuss the specification for highway works. MS asked SC to make contact on that basis.</li> <li>Board members to flag any additional topics or schemes for discussion in advance of the next meeting</li> </ul>	SC
11.	<p><b>Minutes of meeting of 17<sup>th</sup> January 2025:</b></p> <ul style="list-style-type: none"> <li>MS reviewed the minutes from the January 2025 board – no actions seen that haven’t been followed through on already.</li> </ul>	
12.	<p><b>Future conferences/webinars etc:</b></p> <ul style="list-style-type: none"> <li>The Spring Conference and Annual Awards Dinner will take place in London on Thursday 22<sup>nd</sup> May. Save the date!</li> <li>Engineering Board members to flag up any other forthcoming conferences so they can be shared.</li> </ul>	ALL
13.	<p><b>Diary for future meetings:</b></p> <ul style="list-style-type: none"> <li>11<sup>th</sup> July 2025</li> <li>10<sup>th</sup> October 2025</li> </ul>	
14.	<p><b>Any other business:</b></p> <ul style="list-style-type: none"> <li>MS flagged that this was David Boyer’s last meeting so thanked him for all his contributions to the Engineering Board over the years, particularly acknowledging David’s organisation of the provincial meeting to see the Mersey Gateway, David was wished a very happy retirement!</li> <li>With no AOB matters raised, MS thanked everyone for their attendance and closed the meeting.</li> </ul>	

**Next meeting: Friday 11 July 2025 10.00 to 13.00**