Less is more for thin surfacing?

The use of porous asphalt (PA) has effectively died a death in the UK despite still being the material of choice for motorways in the Netherlands and others. However, the comments made on winter maintenance in the article (‘A gritty challenge’, Surveyor, 29 January) are probably still valid – though maybe with a different twist. The ‘modern’ negatively textured thin surfaces, like PA, also have ‘holes’ to take up the de-icing salt. However, unlike porous asphalt (which had a legendary ability to need twice the ‘dosage’ to de-ice it and less than desirable thermal inertia on frosty mornings), they have ‘blind’ holes that can potentially hold water closer to the surface in a way far better than the old and unloved porous asphalt. This truly ‘drained’ and may have only posed a problem of ‘freezing solid’ in extreme conditions and/or where side drainage was compromised.

Maybe less grit is now needed to treat a different potential problem? Anyone care to comment? I would personally be interested to learn of local authorities experiences on this and any other issues associated with our new ‘thin friends’.

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The new head of streetscene at Thanet District Council, Kent, has started work at the authority which covers the seaside towns of Margate, Broadstairs and Ramsgate.

Mark Seed joined Thanet from Medway Council, where he took up the post of highway manager when the unitary authority was created in 1998. In the latter half of 2001, Seed spent six months as the assistant director for front line services.

Starting his career in Lancashire as a trainee civil engineer, Seed moved to Cambridge to run a highways design team. The head of streetscene is a new position at Thanet, created following a corporate restructure, and brings together key council services, such as highways, parking regulations, community safety and waste and recycling.

SolarGen Solutions, provider of renewable energy products to the traffic and transport sector, has expanded its strategic management team with the appointment of Warren Hately as commercial development manager. He will be responsible for building closer working relationships with corporate clients in addition to leading the SolarGen’s international franchising programme.

Peter Croslan has joined Mott MacDonald to head up its building and infrastructure business in Leeds. He will be responsible for developing the company’s business with particular emphasis on large multi-disciplinary building projects throughout northern England. Croslan is a chartered civil engineer with nearly 20 years experience of water, environmental and infrastructure engineering and has worked on a range of projects in the UK and overseas.

Kelvin Reynolds has been appointed as new director of technical services at the British parking Association. He will be responsible for managing the Secure Car Park Scheme, as well as the association’s development of technical services to its membership.

From Parking Services Manager at the City of London in the 1980s and 90s through to Transport and Infrastructure Manager at Bluewater, he brings a wealth of knowledge and experience to this new role.

At the same time the BPA is promoting its present general manager, Jane Hack, to director with responsibility for the financial, administrative, members services and general business affairs of the organisation.

Mark Bramah has been appointed as the new assistant chief executive at APSE. Bramah has managed APSE’s best value consultancy since 1999 when he moved from Kirklees Metropolitan Borough Council where he worked in the corporate development unit on the implementation of best value and corporate policy development.