



Northamptonshire Council - Case Study

MGWSP, a 50:50 joint venture between WSP UK and May Gurney, is responsible for Northamptonshire's £500 million sustainable transport highway services contract. MGWSP, in partnership with the Council, maintains more than 4,000km of roads across the county.

The partnership has identified the reduction and elimination of potholes as a major factor in its policy on sustainable transport. The Nu-Phalt system's ability to deliver permanent repairs with a seamless joint caught the attention of MGWSP, which prides itself on using the latest technology to secure best value for money.

Following a well-received demonstration, MGWSP undertook a three-month trial of a single Nu-Phalt system from April – June 2009, with full training provided.

Successful trial and significant savings

Eight hundred patch repairs were undertaken during the trial period, with average savings approaching 26% per m² repair. Overall, the Nu-Phalt patch repair trial delivered an estimated efficiency saving of £13,500.

Upon completion of the trial, MGWSP immediately agreed to a nine-month lease to further test the capabilities of the system.

Productivity is now maximised and it is estimated that 500 patch repairs are achieved per month, equating to an annual efficiency saving of £125,000. The Nu-Phalt system is now set to become an integral part of Northamptonshire's drive to a sustainable highways infrastructure.

The customer

The Nu-phalt system has successfully been used by MGWSP on the Northamptonshire contract over the last two years.

The system is simple to operate and the environmental benefits are significant, including less waste to landfill, reuse and rejuvenation of existing materials and reduced carbon footprint.

With trained teams targeting the right roads, we can repair more defects per shift than by the traditional patching method - at a significantly reduced cost.

There's no jack hammering or saw cutting, which limits the opportunity for service strike damage and ensures reduced noise, vibration, dust and manual handling.

Ian McGivney, Head of Operational Delivery for MGWSP Northamptonshire Highways

The Nu-Phalt patch repair system is recognised as an appropriate technique for HRA (blacktop) or other similar binder rich surfaces.

HRA or similar exists on much of the Northamptonshire network which suggests that the Nu-Phalt patch repair system is an ideal solution, especially for urban areas in which HRA is prevalent.

The initial trial also incorporated patch repairs on concrete with HRA or other binder rich surface overlays where no reduction in the quality of repair has been reported.

Carl Evans, Operational Area Manager for MGWSP Northamptonshire Highways