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1985 - Novalastic is launched, Total’s first premium grade PMB surface dressing emulsion for the UK
1995 - Novalastic is used on the M62
1996 - First surface dressing installed at night in North Yorkshire
2005 - Lantex replaced by Emulsis Ultra, the first low temperature surface dressing emulsion launched in UK
2010 - Total launches Emulsis Supreme

www.bitumen.total.co.uk

Bitumen Division
Firstly, as President of ADEPT, may I congratulate RSTA on its 70th Anniversary and pay tribute to its enormous contribution in helping to maintain our country’s largest public asset: our national road network.

ADEPT (formerly CSS) has always had a close working relationship with RSTA, in fact, one of the former County Surveyors, Colin Underwood, was for many years the Consultant Director for the Road Surface Dressing Association. We have a long history of working together on promoting best practice through technical advice and training which is still continuing with the RSTA/ADEPT Codes of Practice. Well maintained roads are essential for economic and social well being and surface treatments play an essential role in maintaining our vital asset. The last three severe winters have further emphasised the importance of preventative maintenance to seal our roads from the ingress of water and avoid the damage caused by the freeze/thaw effect and there has been real concern that some local highway authorities have reduced their surface treatment programmes.

One of the key conclusions of the Pothole Review, which I am leading on behalf of the Government, is about “prevention is better than cure”. This is a cornerstone of the work of the RSTA and its members. RSTA from its early days of purely being a trade association representing the surface dressing supply industry has moved with the times and now represents a whole range of associated products and treatments offering to clients accredited suppliers with a track record of delivering quality and performance.

Congratulations to RSTA on its 70th Anniversary.

Matthew Lugg
President, ADEPT

Foreward
Eurovia Specialist Treatments is a leader in the road surfacing and maintenance field. We specialise in delivering advanced and effective solutions for improving and renewing the surfaces of roads, footways, airfields and car parks. We provide a bespoke service to create the right performance at each individual site and work hard to bring new and improved technologies to the market to meet our customers’ needs both now and in the future.

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- Surface Dressing
- Micro Surfacing
- Slurry Sealing
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- Decorative

For further details, please contact us on:
e: info@euroviatreatments.co.uk  t: 01452 727 810  w: www.eurovia.co.uk
The occasion of this major anniversary in the life of surface treatments and their use in the UK comes at a pivotal time for the highway industry. At no time in recent years has the use of the range of treatments and the principles on which they are based, been so relevant, with long-term value for money together with pavement integrity issues and maintenance strategies, right at the top of every client’s agenda.

The substantive move to reinforce the requirements of long-term asset management through the work of HAMFIG, ADEPT, the RSTA and other organisations, now sees the performance of all pavement materials and the methods by which they are maintained, more closely linked to the value of the highways asset in the UK, together with the evaluation of the investment being made and the results achieved. Surface treatments are fundamental to the maintenance of both designed and evolved road networks across all regions and road types.

As an organisation with a 70 year history we can see that the engineering principles of our treatments have remained unchanged, while the technology to manufacture and install them has progressed greatly. Taking surface dressing or microsurfacing as an example, the principle has always been to waterproof the road structure and restore the surface texture and skid resistance, hence improving safety. In the case of microsurfacing we can also provide an improved surface regularity and remove rutting. It is these properties that we firmly believe bring the highway engineer the greatest value for money in their lifecycle management of networks.

Through joint work between ADEPT and the RSTA we have seen the publishing of our treatment service lives documents and further developments of codes of practice. The establishment of surface treatments properties and the measured impact they have on pavement condition must be incorporated fully into the pavement management and asset management systems that we use across the industry, to endorse their use as part of the engineer’s toolkit.

It is particularly pleasing to be in the role of Chairman of the RSTA in its 70th year. While having been in highway maintenance for over 25 years, most of which in surface treatments, my involvement with the industry is much longer. My father Innes Gillespie was an industrial chemist working at the heart of the development of bitumen and emulsion technology through the majority of his career and was also a committee chairman of the then RSDA and also chaired BSI committees when standards such as BS434 was first developed together with the early editions of Road Note 39. As any son would do I accompanied Dad to work on occasions and watched the engineers working in their laboratories as they researched the materials and methods best suited to maintaining our highways. Without a doubt he would be pleased and proud to see the surface treatments industry experiencing another phase of growth and the engineering properties of such materials and processes being fully incorporated into long-term maintenance planning.

Rob Gillespie
Chairman
DBi Prismo offers the following services:

- Crack sealing solutions
- High friction surfacing treatments
- Road markings
- Temporary road markings
- Road studs
- Road repair
- Surface safety solutions
- Coloured and decorative surfacing
- Imprint
- Bridge deck and joint repair
- Road marking assessment
- Traffic sign management
- Removal - Scabbling, Hydroblast, Gritblast

Ensuring the Future by Finding Tomorrow’s Pro-Active Safety Solutions Today!
At a time when councils and highway authorities across the UK are challenged with making significant budget savings it is critically important that industry plays its part by helping to maintain the road network when there is less money available. In doing so we help to protect public safety and also help the economy through a very difficult period by maintaining the transport system which is essential to stimulating economic growth.

As the focal point for the road surface treatments industry, the RSTA has a critical role to play not just because the industry needs to embrace alternative lower cost techniques for maintaining roads but because over the past two decades we have seen an alarming number of skilled, qualified and experienced people leave our industry with an equally alarming lack of attention given to succession planning. This means just when we need to have a repository of good experienced engineers and technicians to manage the road network on shrinking budgets by thinking out of the box, the cupboard is becoming increasingly bare. This is where I see the RSTA really having a significant role to play by capturing industry best practice then helping to raise industry awareness through training the highway engineers, asset managers and contractors of tomorrow. By doing this we will help to re-build knowledge and know how across our industry at a time when fiscal austerity measures are forcing industry to re-think how it does things and look for more economic ways of working to stretch budgets without compromising safety on the network.

The Road Surface Dressing Association was formed in 1942 during a period of austerity in the second world war, so it is coincidental that the RSTA formed in 2008 again in a period of national austerity. The RSDA had a long and successful history in helping to improve the condition of the road network. Following its merger with the High Friction Surfacing Association and Slurry Surfacing Contractors Association in 2008 this expertise now resides within the RSTA and the new Association can already be proud of its achievements.

There are many challenges ahead over the next few years, however the RSTA is here to help by providing sensible practical advice and training to all who need it.

Dr Howard Robinson
Chief Executive
Surface Dressing: Past, Present and Future

The products used in surface dressing applications during the 1950s and 1960s by companies such as Lancashire Tar Distillers, Midland Yorkshire Tar Distillers, South West Tar Distillers, Lion Emulsions and Coalite were being replaced as the industry moved into the 1970s by bitumen emulsion products such as K1-70.

These became increasingly popular from around 1974. During this time some of the producers began to merge or by acquisition to change names. Lancashire Tar Distillers became Lanfina, Midland Yorkshire became part of Croda, South West Tar Distillers developing into Printar. Lion Emulsions were major players at this point in the market and they later became Colas. Other companies then in the market include Philmac in Matlock, which became part of Nynas, plus the still trading Jobling & Pursor, and Highways Emulsions. As the 1970s moved towards the 80s the use of K1-70 began to expand with the majority of suppliers being linked to oil refiners.

There was a high level of research and development taking place by the end of the 1970s as companies started to patent proprietary systems and look to polymer modified products to improve the surface dressings performance and reduce failure rates being experienced with the more basic products. Greater notice was taken of French technology and continental methods of surface treatments.

Around 1979-80 John Kelly who was with Kennedy Asphalt at the time formed Kennedy Road Emulsions in Ashton in Makerfield, Lancashire at the Old Rolling Mill near Wigan later to become Kelbit. The site was ideally suited to emulsion production and distribution as it was easily connected by rail to the East Coast Lindsey Oil Refinery and was central to the highways infrastructure of the North West. Kelbit initially started out with two emulsion mills, one producing cationic and one producing anionic emulsions. The rail link eventually allowed Kelbit’s business to reach out from the North West as far as Inverness to compete successfully for supplies into the Highlands of Scotland and, by linking rail to marine ferry tanker, to supply the Western Islands of Lewis and Harris.

John Kelly was joined here by the chemist Peter Naylor (now Naylor Chemicals) and in 1981 they successfully introduced one of the first polymer modified emulsions, ‘Kelflex’, to the UK market. The previous cut back binder products were now all but finished in the UK surface dressing field replaced almost entirely by emulsions. During the Falklands conflict, Kelbit supplied barrels of binder to the MOD for potential runway repairs in Port Stanley. The first consignment of which were lost at sea as HMS Sheffield was tragically sunk.

By 1985 Lanfina had introduced their ‘Novalastic’ polymer modified emulsion which became predominant in the following period, other well known products of the time were Colas’ ‘Surfix’, and Astor Chemical’s ‘Surmac’.

By the mid 80’s French technology was being introduced by Kelbit who, as well as manufacturing binders, operated six contracting teams at the time. They introduced the French ‘Bicouche’ double dressing system (a 14mm dressing then followed by a 6mm dressing) and the ‘racked in’ systems to the UK. This marked a development milestone for the industry as did the polymer modified emulsion binder developments in the late 1980’s by Briggs Oil.

The 1990’s saw the emergence of the now familiar specialist surface treatment contractors such as Kiely Bros and Ringway, and by the mid-1990’s Croda Bitumen had become part of the Kelbit group.

In 1995 the Novalastic system was being used on the HA’s M62 (proof that despite recent talk surface dressing motorways is nothing new!) By 1996 night shift surface dressing work was being undertaken with Novalastic in North Yorkshire, showing innovation and value management in the sector is not just a recent development.

By the end of that decade the Kelbit business had been acquired by Total Bitumen who still operate a modern bitumen rail fleet between the ex-Lanfina site at Preston Riversway and Total’s Lindsey Oil Refinery producing bitumen emulsions, penetration grade bitumen, polymer modified bitumen and industrial oxidised grade bitumen. In 2005, Total’s Lantex product was replaced by the Emulsis range of low temperature performance grade emulsions (Ultra, Satis and Supreme) reducing working temperatures by around twenty degrees thus improving installation efficiency allowing more work to be completed during the working season.

In the coming years, surface dressing will be increasingly recognised as a key treatment for proper highways asset management. The products associated with the installations become more technically advanced and continue to develop through the optimisation of additives and polymer technologies. The challenges faced by clients in economic terms and extreme weather events will continue to push the development of the products into areas such as longer working seasons, lower application temperatures and use of more sustainable aggregate sources.

*Acknowledgement and thanks for assisting compiling information to - Mr John Kelly (ex Kelbit), Mr Jim Hill (ex-Kelbit and Total)
A Potted History of Roads

The 70 years since the formation of the Road Surface Dressing Contractors in 1942 and its evolution into the Road Surface Treatments Association has seen important landmarks and major developments in the history of roads.

1942  Association of Road Surface Dressing Contractors established
1948  Flat rate car tax set at £10 per year
1950  Petrol rationing ends
1951  Zebra Crossings introduced – the first one is in Slough
1958  The UK’s first motorway, opens at Preston, Lancashire
1959  Double white lines introduced as road dividers
1959  Highways Act 1959 transferred maintenance responsibility from parish inhabitants to highway authorities
1964  Box junctions marked with yellow cross-hatching introduced in London
1965  50 mph speed limits introduced on rural roads
1966  Give Way rule introduced for roundabouts
1969  The first 1,000 miles of motorway are completed
1969  Pelican Crossings introduced
1969  Local authorities no longer enlisted as agents for new road construction
1983  Drivers and front passengers must wear seat belts
1983  First road hump regulations made
1985  Margaret Thatcher opens the final section of M25
1986  Unleaded petrol goes on sale
1971  Zig Zag markings introduced at Zebra Crossings
1973  Reflective number plates made compulsory on all vehicles
1974  Road Traffic Act 1974
1976  Mini-roundabouts introduced to manage and slow traffic at uncontrolled junctions
1984  Cycle Tracks Act 1984 – footpath converted to cycle track automatically becomes a publicly maintainable highway
1991  20mph zones introduced to reduce accidents in urban areas
1992  Speed enforcement cameras introduced at permanent sites
1994  Bus and coach speeds limited to 65mph and HGVs to 56mph
2001  The first toll motorway, M6 Toll, opens near Birmingham
2003  Congestion charging introduced in London
2006  European Standard published for surface dressing
2008  European Standard published for slurry surfacing
2008  Formation of the Road Surface Treatments Association
2012  70 years of road surface treatment progress
The Road Surface Treatments Association (RSTA) has a long pedigree having evolved from the Association of Road Surface Dressing Contractors that was set up in 1942. The RSTA itself was formed in 2008 following the merger of the Road Surface Dressing Association with the High Friction Surfacing Association and Slurry Surfacing Contractors Association. RSTA also incorporates additional organisations, the Specialist Treatments Sector and Geosynthetics and Steel Meshes Sector, created for companies and organisations whose aims and products are complimentary to those of the RSTA.

The formation of RSTA has enabled the road maintenance industry to refocus and re-energise its activities to demonstrate to government and other highway stakeholders the importance of investment in a well-maintained national and local road network. With traffic estimated to have increased by 80% between 1980 and 2005 whilst road capacity has increased by only 10%, this investment has never been more essential.

The impact of ever-increasing traffic and straightened budgets has fuelled the demand by national government and local highway authorities for road surface solutions that provide long performance and value-for-money. The RSTA provides the focal point for the provision and development of such solutions and for their best practice application.

The RSTA aims to:

- Provide the road surface industry with a central, coherent voice
- Represent industry views to government and key stakeholders
- Raise awareness of the range and benefits of road surface treatments
- Promote workforce competence and professionalism
- Develop and encourage safe working and sustainability practices
- Champion best practice through the development of best practice guidance and codes of practice
- Have full involvement in the development of UK and European product standards and national guidance documents
- Provide liaison between the industry, national and local government, client bodies, standards and regulatory bodies, trade and professional organisations
- Provide a full training service to members enabling the workforce to be fully trained and attain NVQs and CSCS cards

By achieving these aims, RSTA undertakes not only the custodianship of 70 years of road surface treatment achievement but also the delivery of future progress and development.
RSTA membership
The original Association of Road Surface Dressing Contractors was established by leading contractors who included:
H.V. Smith & Co Ltd; Taroads Ltd; Tar & Concrete Roads Construction Co; Bristowe Tarvia Ltd; William F. Rees Ltd; W & J Glossop; S. Sutcliffe & Son Ltd; Johnston Bros (Contractors) Ltd.

Today, RSTA members include international, national and regional contracting companies, local authority direct labour organisations, material and equipment suppliers, test houses and consultants. Members are encouraged to register with the National Highway Sector Scheme 13 (NHSS13) or BBA/HAPAS Product Certification and Approved Installer Schemes as appropriate. RSTA is recognised by the Highway Sector Scheme as being the only route through which member operatives and supervisors can obtain endorsed CSCS cards as demanded by National Highway Sector Scheme 13.

RSTA Activities
Over the years, the activities of the RSTA have grown to provide a wide range of industry and member services.

RSTA Training
An important objective of the RSTA is the continued improvement in the competence of the road surfacing industry’s workforce. To facilitate this, RSTA provides full support and advice to members on all aspects of training and has developed a comprehensive training programme that includes:

- Provision of training courses developed for junior engineers and technicians
- CPD seminars for experienced engineers
- Pre-season workshops for workforce induction

RSTA courses meet the requirements of NHSS13, BBA HAPAS and RSTA/ADEPT Codes of Practices as proof of continued professional development upon successful achievement of the RSTA Silver Certificate, the only certificate of competence and a mandatory requirement for NHSS13 for surface dressing, slurry surfacing incorporating microsurfacing and velocity patching, retexturing and geosynthetics and steel meshes. In addition to its practical training programme, RSTA offers advice and support on the availability of training grants.

Health and Safety
Competence and safety on road projects is essential. Working on the road can be hazardous and the RSTA encourages good working practice that reduces risk to workers and drivers. Through its training programme and management of the National Highway Sector Scheme 13, RSTA promotes health and safety awareness and proficiency and fully supports initiatives such as the Highways Agency’s Respect Road Workers campaign.

Overall, RSTA seeks to develop health and safety awareness and compliance through working with member organisations and other trade bodies to develop and share industry standards, guidance and best practice and to provide an industry recognised forum for continuous improvement.

Sustainability
Road surface treatments provide a real sustainable alternative to structural maintenance and reconstruction. Repair and renew is far less energy intensive and generates minimum or no waste thus helping local authorities to meet their carbon reduction obligations. There is a wide range of innovative surface treatments that can substantially extend the service life of roads by restoring skid resistance, filling potholes and sealing the pavement surface. Early intervention of these treatments can significantly reduce the need and frequency for structural reconstruction thereby saving energy and aggregate resources and, of course, money.

Carbon Foot-printing
Carbon foot-printing of construction materials will become ever more important in the future with clients increasingly requesting this information from contractors and product manufacturers. The RSTA, in conjunction with the University of Nottingham and key industry stakeholders including ADEPT, Transport Scotland, MPA and RSTA member companies, has developed new carbon foot-printing tools for road surface treatments. ProTECT (Pavement Treatment Embodied Carbon Tools) have been developed for a range of surface treatments including surface dressing, slurry/micro-surfacing, high friction surfacing, velocity patching, thermal road repairs and re-texturing. In addition to industry testing by RSTA members, training seminars on how to use these tools have been developed by RSTA and the University of Nottingham, part funded by Construction Skills Management and Leadership Development Programme.

Codes of Practice
In order to ensure greater consistency of delivery, improved guarantee of first time success and zero remedial costs, RSTA has developed a number of ADEPT endorsed codes of practice. These codes provide a significant updated contribution to the industry portfolio of guidance and technical knowledge on these road surface treatments. In order for RSTA members to continue to improve quality and consistency across all the surface treatment options, it is imperative that clients, consultants and providers are all able to manage works from design to installation, in a consistent way and to a consistent standard. These RSTA Codes of Practice allow this to happen.
Road Surface Treatment Development

The last 70 years has seen significant innovation and development in both product and processes for road surface treatments. Today there is a considerable range of road surface treatments available that can answer not only the variables of road, type, location and speed and volume of traffic but also the long-term performance, fiscal and sustainability demands of highway authorities.

Surface Dressing
Surface Dressing is a long established proven highway maintenance technique. In simple terms it involves the even spray application of an emulsion bituminous binder through a purpose built spray tanker onto the existing road surface followed immediately by the even application of aggregate chippings to ‘dress’ the binder.

High Friction Surfacing
High Friction Surfacing was first trialled in the UK in the 1970s for the Greater London Council. It has a long history of proven use in saving lives by imparting the highest level of skid resistance onto a road surface. High Friction Surfacing is available as hot or cold applied systems. The cold applied technique involves the even application of a tough polymeric liquid binder onto the road surface followed by the application of calcined bauxite aggregate. The hot applied systems involve the application of a hot pre-mixed material consisting of binder and calcined bauxite.

Geosynthetics and Steel Meshes
Geosynthetics and steel meshes are increasingly being used as a means of extending the life of existing or old road surfaces across Europe. These systems can be used in conjunction with a surface dressing technique for short to medium term benefits, in the reconstruction of existing roads following the milling/planing process to remove the top surface or in new construction where the benefits can be designed in to the project.

Slurry Micro Surfacing
These materials are cold-applied, thin bituminous surface courses incorporating bitumen emulsion and fine graded aggregate with fillers. They can be used to restore the surface condition. Slurry Surfacing used on footways is normally a single coat application laid mechanically or manually up to a dried film thickness of 6mm, however some products can be laid thicker up to 10-15mm. Micro-surfacing used on carriageways incorporates a polymer modified bitumen emulsion and is often a two coat application and can be laid mechanically or manually to a maximum dried film thickness of 15-20mm.

Retexturing
Retexturing involves the mechanical reworking of an existing surface to improve its texture and frictional skid-resistance. In addition to improving road safety, the process significantly reduces the attendant resource and energy consumption of quarrying, processing and laying new surfacing, and disposing of old.

Early forms, such as hand-controlled scabblers, were labour-intensive and were typically used for surface preparation of small, isolated patches of road or bridge deck. By the early 80s, equipment design was making great strides, evolving into mobile plant capable of greater output, quality and coverage. Towards the end of the 1990s, TRL published two seminal reports on retexturing following a major type-testing programme. Subsequently, guidelines on retexturing were added to the Highways Agency’s DMRB, marking a new era of acceptance. Today, large computer controlled retexturing machines can treat several lane kilometres of carriageway per shift, improving micro-texture and macro-texture to tackle both skid-resistance and aqua-planing issues. The sophisticated plant upholds the simplicity of the technique – regenerating surface skid-resistance with minimal use of energy and scarce resources.
Velocity Patching

The velocity patching process emerged in the early 1980’s following extensive research carried out in the United States. A rapid patching technique suitable for use on rural and urban roads using cold emulsion asphalt which is placed into the void depression in the road surface under high pressure. The void is first blasted with air to clean the surface and remove any debris, then the surface of the void is sprayed and coated with bitumen emulsion. Finally the asphalt is blasted into the void, self compacting from the bottom up so requiring no additional compaction other than from passing traffic.

Thermal Road Repairs

The principal of this technique is to re-heat the damaged area on the surface course using targeted infra-red heating then re-work the warm mobile asphalt material with a small addition of emulsion binder and aggregate as necessary, followed by compaction to make good the patch. This proven and cost effective solution to road repair has been taken up by many councils throughout the UK who have found the technique to offer significant cost, performance and sustainability benefits.

Pavement Preservation

Preservatives work by sealing the existing asphalt surface thereby preventing water ingress and reducing the rate of asphalt ageing. There are two types: penetrative based on a Gilsonite liquid solution and non-penetrative based on bitumen emulsion. Both types are spray applied usually by machine onto the existing road surface.

Crack and Joint Repair

There are a range of different proprietary products on the market that effectively fill cracks and joints in road surfacing. These products are based on special resins and polymers and are applied rapidly using special equipment. They extend the service life of roads showing visible signs of deterioration thereby delaying major maintenance spend.

Road Recycling and Stabilisation

The principal of road recycling is to use the existing road effectively as a linear quarry by recycling the existing worn out road back into a structurally sound pavement structure. Unlike the other surface treatments this technique involves deep layer recycling so in effect the full road depth can be treated and recycled. Or alternatively the process can be used to stabilise a foundation layer (soil stabilisation) as part of new works prior to overlaying with sub-base and bound layers.

Industrial Surfacings

These products and systems are extremely hard wearing and suitable for a range of industrial applications. They usually involve the installation of a semi-porous asphalt surfacing which is then grouted with a tough liquid polymer which penetrates into the asphalt.

Cold Milling

Cold milling is a type of retexturing process. The principal of cold milling is to remove the existing worn out asphalt surfacing using special equipment to enable a new surface course to be installed. There are different machines available that can be used to achieve a different finish on the milled surface.

Road Surface Condition Monitoring

The RSTA also represents member companies who provide innovative testing services to measure the skidding resistance of road surfaces. Highway authorities have a responsibility to the public to ensure that appropriate skid resistance is provided across the whole network, both for safety reasons in respect of skidding and to provide a defence in case of litigation (Code of Practice for Maintenance Management, published by The Institution of Highways and Transportation).
Stabilised Pavements Ltd

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The RSTA represents a wide range of road surface treatment solutions and processes. Here, some of the RSTA members offer a glimpse to the past and predictions for the future:

“70 years ago, when the RSTA was founded, “make do and mend” was very much the mantra. Then, austerity meant optimising the life of assets and minimising costs and waste. 70 years later, in these austere times, these values are reflected in the processes and products offered by RSTA members. The drivers are different of course, with reducing cost, reducing waste and environmental impact and minimising disruption to road users all being at the top of the agenda. It is clear that we are in for some tough times in Europe. Public spending will be tightly controlled and so the sort of funding required for large scale road resurfacing and reconstruction in unlikely to be available. At the same time, we must protect our highway assets from degradation and avoid creating a large maintenance backlog for the future. This is where the RSTA members’ processes come in. “Thinking outside the box” is perhaps an over-used sound bite but it does describe well what will be required of asset managers to optimise limited budgets and so keep our highway network in both safe and serviceable condition.

With regards to the limited funding and need to maintain the road network, the potent message of the Second World War the message of “keep calm and carry on” is as appropriate today as it was then.”

Mike Harper,
Stirling Lloyd

“The 2008 amalgamation of various trade associations into the RSTA has given our industry a unified, and therefore, stronger voice.”

Rory O’Connor
Tarstone Surfacing Ltd

“When it comes to effective road surface treatments, UK highway authorities are seeking solutions that address the construction of the past to provide well maintained and re-structured roads of the future. These solutions must also be cost effective and sustainable. An example of such a solution addressing the construction of the past with a solution of the future is structural road recycling which is used for road pavements in need of reconstruction and well suited to the rehabilitation of pavements that are contaminated with ‘tar’. Historically used in road building from the mid-1800s, tar was derived from the distillation of coal in the production of domestic ‘town’ gas and is a possible carcinogenic. Structural road recycling encapsulates the hazardous contaminants, rendering them harmless to the environment therefore avoiding expensive hazardous waste landfill. This reduces costs and has a greatly reduced carbon footprint – drivers which will have increasing resonance in the future.”

Gerry Howe
Stabilised Pavements Ltd

“With the emphasis on cost savings and doing more with less, we are aware more than ever of the pressures faced by customers and the industry in general.

Engineers cannot afford to reconstruct our roads and create havoc to road users and they are being challenged over and over again to come up with innovative designs which often include asphalt reinforcement, including the use of geosynthetics prior to surface dressing.

We have seen a fair bit of news coverage concerning drought damage recently and local authorities are calling on the government to provide funding to repair millions of pounds worth of damage to roads caused by the on-going drought conditions. If this particularly dry period continues, many authorities will need to consider the use of asphalt reinforcement to prevent the onset of reflective cracking caused by the drought conditions and decrease the weight of carriageways to reduce the load settlement on fenland soils.

(continued onto next page)
“I am sure that the next few years will provide even more economical and environmental challenges. These are challenges that the industry, with the help and support of the RSTA, will successfully meet.”

Howard Cooke,
Asphalt Reinforcement Services Ltd

“The road surface treatments sector has a strong history and an exciting future of innovative development. This is demonstrated by the introduction to the UK of the velocity patching technique in the 1990s and its growing use as a fast, efficient and environmentally-friendly road repair solution.

Richard Jackson
Velocity Patching UK Ltd

Continued technical developments will see the introduction of ever more efficient road surface treatments that will provide 21st century solutions to maintaining what is primarily a 20th century road network.”

During the last 70 years, the development of how surface treatments have been applied on the network have significantly altered and the current developments that the RSTA is promoting through codes of practices, apprenticeship training and service life expectations are moving the industry to a higher level of expectation. In the present austerity position within the UK cost effective surface treatments will prolong the life of the network and allow engineers, more for less which is what is currently expected, now and moving forward for the next number of years. The RSTA provides a unique portfolio of specialist activities that the current engineer now has available to his disposal, that if used in the correct environment and undertaken at the right time of year can provide highway authorities value for money. The RSTA must continue with this approach of quality and we must continue to challenge ourselves within the various sectors to ensure that the highest standards are achieved at all times and specialist treatments can continue to expand in the UK’.

Paul Goosey
Eurovia Specialist Treatments
Our performance bitumen products provide durable and sustainable solutions to asphalt design.

Nynas is a different kind of oil company. We’re specifically focused on bitumen and the delivery of its value and functional requirements.

As proof of our commitment, we have introduced the Performance Programme. We’ve realigned our bitumen solutions into three performance categories: Regular, Extra and Premium. Each is designed to deliver Nynas quality while we have your specific needs in focus. At Nynas that’s what we call – Taking oil further.