The Road Surface Treatments Association

Annual Review 2013

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A NEW HOME
After ten years at Colchester, the RSTA moved to new offices in December 2013.
Based at the Wolverhampton Science Park, the new location offers increased accessibility to members and an industry hub for committee meetings and training courses.

Our new address is:
RSTA, PA 158, Technology Centre, Wolverhampton Science Park,
Glaisher Drive, Wolverhampton, WV10 9RU

Tel: 01902 824325
www.rsta-uk.org

ABOUT THE RSTA
The Road Surface Treatments Association (RSTA) aims to raise awareness of the benefits of road surface treatments and promote workforce competence and safe working practices.

Membership covers the whole supply chain and includes large national and regional contracting companies, Local Authority Direct Labour Services Organisations, materials and equipment suppliers, test houses and consultants.

Members are required to be registered with the National Highway Sector Scheme 13 or BBA/HAPAS Product Certification and Approved Installers Schemes as appropriate. In July 2013 it became a legal requirement for contractors to obtain a CE mark for their end performance Surface Dressing products and Slurry Surfacing products in accordance with the Construction Products Regulations. RSTA has now made this requirement a condition of membership.
Welcome

2013 has seen the RSTA continue to move forward in a number of areas and I would like to thank the RSTA team and all those RSTA members who have played such an active role in helping to make 2013 such a year of progress. This Annual Review outlines key areas of development and success.

Over the last year, the Association has further strengthened its position as the voice for the industry by increasing its dialogue with key industry stakeholders. It has continued to develop its industry training programme and is now recognised as being an important training provider. New Codes of Practices have been added to its authoritative library of best practice guidance. The profile of the Association and its members has continued to rise via its editorial campaign. An indicator of its success is the continued increase in membership which now stands at an impressive 83 organisations and companies that represent the entire spectrum of the road surface industry.

However, we cannot rest on our laurels. The road network faces unprecedented demands of ever-increasing traffic, ever-decreasing budgets and, as this winter has shown, increasingly severe weather events. RSTA will continue to play a leading role in addressing the challenges that face our industry for the benefit of not only its members but also government and industry stakeholders, and of course, the travelling public.

It is fair to say 2013 was a record year in every respect for RSTA and this first Annual Review provides a good summary of our activities and achievements during 2013. For example, we ran a record number of CPD approved training courses and Specialist Up-Skilling programmes for operatives leading to a record number of NVQ’s being awarded through the RSTA assessment centre. Our membership continued to grow and reach new heights throughout the year and we now cover ten different sectors and sub-sectors. We continued to build and strengthen our relationships within our peer group and with client authorities notably with the Highways Agency and ADEPT. These are proving to be very fruitful relationships producing a continuous stream of high quality peer reviewed technical guidance documents to help highway engineers to make well informed decisions on highway maintenance.

Our industry continues to face very challenging times with ever growing financial pressures compounded by a diminution of technical skills and knowledge due to industry consolidation and reduction over the past ten years. Our road network is now increasingly exposed to repeated lengthy periods of freezing or continuously wet winter conditions which damages the structural integrity of asphalt roads. So more than ever it is important that all industry stakeholder groups, client side and supply side, are able to work together productively to ensure limited funds are spent wisely to protect and extend the service life of our greatest national asset - the road network!
The Voice of the Industry

The overarching aim of the RSTA is to be the voice of the road surface treatments industry. Throughout 2013 RSTA proved that it is not just what you know but also who.

RSTA has significantly increased its stakeholder engagement during 2013. Dialogue has been initiated with a wide range of government, clients and industry organisations including the Institute of Highway Engineers, Highways Term Maintenance Association, and the Road User Alliance as well as the Parliamentary Advisory Council for Transport Safety (PACTS) who have invited RSTA to attend their Roads Environment Safety Working Group to develop outputs aimed at advising Members of Parliament and the Transport Select Committee on transport safety related matters.

The extent of the increasing influence of RSTA is underlined by the invitation from the British Horse Association who are concerned about slippery road surfaces and who have invited RSTA’s Chief Executive to act as their Road Surfacing Advisor.

In addition, RSTA continues to develop dialogue with highway authority groups such as South East 7 Alliance (SE7) and the Midlands Highway Alliance (MHA).

Throughout 2013 RSTA proved that it is not just what you know but also who.

Plus, of course, the Association has strong working relationships with the Highways Agency, DRDNI in Northern Ireland, the Highway Maintenance Efficiency Programme, Transport Scotland and ADEPT. These relationships have seen RSTA working with the Highways Agency and the UK Pavement Liaison Group on the review and revision of key changes to HD37 in the Design Manual for Roads & Bridges affecting a range of surface treatments, as well as HD31 and HD32. During 2013, RSTA worked with HMEP on a number of initiatives and developments including the revised Specification for Local Roads Maintenance Contracts. Whilst it’s close working relationship with ADEPT continues with the ongoing development of industry Codes of Best Practice.

Setting Standards

RSTA also has a strong voice representing its members on a wide range of industry standardisation and certification schemes committees including:

- BSI Committees B/510 - Road Materials and B/510/02 - Surface Treatments; CEN TC227 WG2 (Surface Treatments) and Task Groups TG1 (Surface Dressing) and TG2 (Slurry Surfacing);
- BBA HAPAS Specialist Group 1 (High Friction Surfacing), SG2 (Crack & Joint Repair Systems) and SG3 (Thin Surfacings) and the Highway Technical Advisory Committee (HiTAC) which oversees all HAPAS Product Certification Schemes; Technical Advisory Committee (TAC) for Sector Scheme 13 addressing Road Surface Treatments and TAC for Sector Scheme 23 which covers Small Scale Pavement Repairs.

Representation on these committees is essential and allows RSTA to forward the best practice and high standards agenda of the road surface treatments sector.
2013 was a record year for RSTA training both in the numbers of courses delivered and number of attending delegates.

Over 30 training courses on road surface treatments were held during the year. These covered surface dressing, slurry-microsurfacing, high friction surfacing, carbon footprinting and toolbox seminars. Over 400 delegates attended these courses.

Of particular interest during 2013 was the RSTA Specialist Up-Skilling Programmes. These were run in conjunction with the National Specialist Team at CITB, allowing members to claim back substantial amounts of CITB grant to offset the cost of the training. The programmes currently cover surface dressing, slurry microsurfacing hand applied, slurry microsurfacing machine applied and velocity patching.

The demand from members proved to be unprecedented with 125 operatives from a number of RSTA contractor members delegates trained. The training included mandatory training such as first aid, manual handling, banksmen, 12D Traffic Management and fire awareness as well as presentations on the latest trade specific technical information, practical training and updates on installation procedures. The result of the up-skilling programmes is a workforce that is fully qualified to Level 2 NVQ and is ‘up-to-date’. Following the success of the Level 2 programmes, RSTA and CITB are to develop a Specialist Up-skilling Programme for Supervisory Staff to Level 3 NVQ as well as a grant funded course to allow managers to achieve their NVQ level 6 Award as required by NHSS13.

The growing recognition of RSTA as an industry provider of well-regarded training was underlined at the 2013 CITB awards presentation. This saw RSTA being congratulated for its efforts in developing training courses by being presented with a Certificate of Achievement for the successful development and implementation of the CITB funded ‘Development of a Regulated Training and Qualification Standard for Managers, Supervisors, Skilled Workers and New Entrants in the Road Surface Treatments industry. This included the development of a national members training database.

Sustainability is high on the business agenda and carbon footprinting of road surface treatments is of growing importance if local authorities are to meet the CO2 reduction targets being called for by government. 2013 saw RSTA rolling out a range of new Carbon Calculators developed in association with the University of Nottingham. Free training was provided by RSTA to allow members to be fully proficient on how best to use the calculators for carbon management.

Core objectives of the RSTA are to promote workforce competence and professionalism and to champion safe working, sustainability and best practice. The development and delivery of training throughout 2013 has seen RSTA truly meet those objectives.
Do it Right
First Time

During 2013, RSTA developed and published a number of best practice guidance documents on the installation of road surface treatments. Three new Codes of Practice were published which were all peer reviewed and endorsed by ADEPT.

The Codes published in 2013 include:
- RSTA ADEPT Code of Practice for Innovative Patching Products - Cold Lay Asphalts
- RSTA ADEPT Code of Practice for Innovative Patching Systems - Spray Injection Patching and Thermal Repairs
- RSTA ADEPT Code of Practice for Crack Sealing Joint Repair Systems

The new Codes are part of a growing library of best practice guidance that now includes 19 different Codes of Practice. Each Code is authoritative and based on real industry knowledge and expertise. They identify key issues of the surface treatment process and provide practical guidance on how best to achieve high-quality installation. In addition, each Code explains the planning, co-ordination, health and safety requirements, environmental and work execution responsibilities of the client and contractor with full reference to all relevant regulations, standards and training qualifications.

The new Codes are part of a growing library of best practice guidance that now includes 19 different Codes of Practice.
Appreciating Your Biggest Asset

RSTA Annual Conference 2013

Industry conference underlined the need for long-term planning and best practice.

Two major themes were evident at the 2013 Annual RSTA Conference: the need for long-term planning and the need for all highway stakeholders to sign-up to best practice.

The call for greater long-term planning was echoed by Chris Allen-Smith, Group Manager (Eastern Herts) and Head of Profession, Asset Management and Maintenance. He stated that annual patch-and-mend maintenance policies were not the way forward for good asset management. What is required are planned programmes of at least five years. Only then will highway departments be able to undertake meaningful asset management and whole government accounting that includes real whole life cost cycle planning. The need for such a long-term approach was underlined by Allen-Smith demonstrating that the historic value of £20 billion for the highways network is out-of-date. The real current value of the highway network is £400 billion. The road network is a local authority’s most important asset. It therefore needs proper levels of investment and forward planning. For this to happen there needs to be a fundamental change of approach which will then allow local authorities to make the case to Government for levels of funding necessary for the long-term maintenance of roads.

Matthew Lugg, ADEPT President and HMEP advocate – seconded to Department for Transport, also saw the need for a new mind-set with regards to road maintenance. Referencing the annual ALARM pothole survey of the Asphalt Industry Alliance, he called for all highway network stakeholders to get together and lobby Government for greater funding otherwise the survey is seen as being just a product of vested interest rather than the call for action that it really is. There is also a need for a mind-set change within local authorities. Whilst some have adopted the recommendations of the Highways Maintenance Efficiency Programme (HMEP) others have yet to do so. Similarly, whilst some forward thinking local authorities have embraced asset management others are proving reluctant to do so. HMEP and asset management represent new thinking, shared best practice,
and the establishment of positive dialogue and exchange of ideas between client, contractor and sub-contractor. If the potential for a better maintained road network is to be realised then all highway stakeholders from national and local government to industry contractor and supplier must be ready and willing to sign-up to best practice.

The benefits of applying best practice and dialogue between client and contractor was underlined by Dougie Millar, Materials and QA Advisor, Standards Branch, Transport Scotland, who provided an update on TS 2010, a new asphalt surface course specification. The specification was developed following problems with the quality and performance of stone mastic asphalt. Transport Scotland worked closely with industry to amend the domestic specification. This included taking note of how Germany, which is on similar latitude to Scotland, addressed the problem. The new approach is based upon German specifications and experience and sees the stone mastic asphalt (SMA) mixture containing a gap-graded aggregate mix, polymer modified bitumen and additives including fibres. The newly laid SMA is treated with grit to increase early-life skid resistance. The new specification is being introduced on a project-by-project basis. Where it has been used the resulting improved performance is significant. Despite two of the worst winters on record there have been no potholes on roads with TS 2010 specified SMA.

Overall, the approach promises a wide range of benefits including superior durability, lower noise levels, high resistance to permanent deformation decreased life-time costs, reduced use of expensive imported aggregates and increased use of a wide range of sustainable, locally sourced aggregates. Millar also emphasised Transport Scotland’s ongoing work with RSTA to develop a new specification for surface dressing in Scotland saying that workforce training, proper installation and the use of best practice as advocated by the RSTA Codes of Practice means that the treated road surface will last – that is how to get more for less.

The 2013 Industry Conference was well attended by a record audience of 230 delegates and well received providing both the opportunity for industry networking and discussion on the issues affecting the road surface sector.
The road network can be a hazardous place to work so a high level of health and safety awareness and competence is essential.

The RSTA Health and Safety Awards aim to capture and promote industry best practice. For 2013, there were three categories: Workforce Involvement; Behavioural Safety; Innovation. The Awards were judged and presented by Joy Jones from the Health and Safety Executive and were sponsored by Nynas Bitumen UK.

First prize for Workforce Involvement was awarded to Nu-Phalt Ltd for its Thermal Replacement Road System that sees the retraining and redeployment of employees so that occupational health risks are addressed and workers obtain full job satisfaction. Crucial to the success of this is operative feedback. The system developed by Nu-Phalt allows full consideration of this feedback which is important to encourage ideas and positive buy-in from operatives. It is an approach that could be beneficial to the road surface industry as a whole. Runner-up in this category was Eurovia for their ‘Steps to Health’ initiative that offered specific examples of the benefits of health and safety participation.

The Behavioural Safety category was awarded to two joint winners: Eurovia and Colas. Eurovia was recognised for its Managing Safety Course that demonstrated an honest appraisal of the company’s mature approach to health and safety which has resulted in real and sustainable improvement. Colas were also awarded for its Behavioural Safety Coaching Programme which is based upon a collaborative approach that is supported by effective training and communication methods. The programme demonstrates a real commitment to fundamental improvements in operative health and safety.

The third category, Innovation, was won by Colas for its ‘Driving Through Roadworks – Public Awareness Campaign’. Here, Colas has taken on the responsibility to educate drivers. Of particular commendation is the fact that the campaign is the result of employee feedback. The adoption of the campaign by other companies is witness to its success. Runner-up in the Innovation category was JPCS for its ‘Report It!’ initiative that aims to make it easy for employees to fully take on board health and safety requirements by providing information both preventative and corrective.

These RSTA companies are to be congratulated on their commitment and dedication to health and safety, the encouragement of which is a key objective of the Association.

Long Service Award
Paul Liles

At the 2013 Annual Dinner, Paul Liles of HTS Consultancy was awarded the inaugural Road Surface Treatments Association Long Service to Industry Award.

The Award recognises those individuals who have made a significant contribution to the road surface industry with particular reference to raising industry standards and improving its professionalism.

Liles has worked for almost 50 years in the road surface treatments industry with particular emphasis on treatments that reduce skid related accidents and that extend the service life of existing road surfaces. This includes his development in the 1980s of the Textureflex System for Zebraflex Sealants which is widely acknowledged as being the basis for the hot applied high friction surfacing that is used today. Liles also received one of the first HAPAS certificates issued by the BBA for high friction surfacing systems.

For over 20 years Liles has served as a technical expert on a number of BSI, European CEN, BBA HAPAS and RSTA committees.
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In the News

Throughout 2013, RSTA implemented a cost-effective programme to increase the business and public profile of the Association and its members.

Achieving editorial coverage in the national and local media is a central component of this programme. During 2013, 40 press releases and feature articles were researched and issued. This resulted in 66 articles featuring RSTA being published which reached a combined circulation of 22,626,742 readers. Had RSTA taken out equivalent advertising to reach the same circulation the cost would have been £82,500,000.

Radio coverage
In addition, the Chief Executive appeared on a number of radio interviews including BBC Radio Surrey, BBC Radio Shropshire, BBC Radio Berkshire, BBC Radio Newcastle. An interview on the impact of high summer temperatures on road surfaces was featured on the BBC news website. RSTA also attended a Channel 5 workshop on potholes.

E-News
Three issues of RSTA E-news were published during 2013. These covered news from the Association, industry and members’ news and opinion pieces from leading industry figures. The E-news is published and circulated in association with the Chartered Institute of Highways and Transportation online magazine Transportation Weekly thereby reaching a circulation of over 10,000 each issue.

Media Publications
In 2013 RSTA in association with Highways Magazine published a number of articles forming part of an ongoing series to explain the benefits of individual Surface Treatments. Feature articles included Surface Dressing, Slurry Surfacing and High Friction Surfacing as well as a piece on how RSTA and ADEPT work closely to produce industry best practice guidance. Recently Surveyor magazine have requested similar features so expect to see more articles in 2014.

Web
RSTA also enhanced its online profile by improving the homepage and content of its website in terms of visual appearance and navigation. In 2013 the RSTA website had over 20,000 visitors.

Lights, Camera, Action!
At the 2013 Annual Conference, a new RSTA video was premiered. It targets local authorities and explains how the Association is working to raise training standards, ensure best practice installation and facilitate asset management. The video has been well received by members and by local authorities and provides an extremely useful tool to explain the work of the RSTA to local authority highway departments.

Following the success of this video two more have been placed into production. One is targeted at contractors and will explain the business benefits of RSTA membership and the other will forward the number of lives saved each year on UK roads as a result of local authorities using High Friction Surfacing. An RSTA Youtube channel was launched. Called RoadSurfaceTreatment, it currently shows five RSTA-related videos. To date, the RSTA local authority video has been viewed 468 times and the RSTA surface dressing videos part 1 and 2 have been viewed over 5,900 times.

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RSTA Sector Committees

The RSTA sector committees are key to the success of the Association with the knowledge and expertise of their members helping to formulate industry initiatives. They provide feedback and input not only on the Association but also on the main issues facing the road surface industry. They also provide important networking hubs for specific road surface treatment sectors, information dissemination and promotion of good practice. The RSTA is headed by an Executive Committee consisting of 20 members with Stewart Struthers (Colas) as Chairman for 2013/14 and Paul Goosey (Eurovia) in the vice chair role. The various sector members come together each autumn to receive an annual update on progress within the Association and to be updated on key industry developments.

The RSTA Sector Committees include:

High Friction Surfacing Committee
Chaired by Mike Harper, Stirling Lloyd Polychem Ltd

Surface Dressing Technical Committee
Chaired by David Rigby, Lancashire County Council

Slurry-Micro Surfacing Committee
Chaired by Dave Stannard, Colas Ltd

Health and Safety Committee
Chaired by Clare Heywood, Colas Ltd

Geosynthetics & Steel Meshes Committee
Chaired by Howard Cooke, Asphalt Reinforcement Services Ltd

Specialist Treatments Committee
Chaired by Barrie Simpson, ASI plc

Surface Re-Texturing and Re-Profiling Sub-Committee
Chaired by Martin Leech, Klaruw RMS

Patch Repair Sub-Committee
Chaired by Sonny Singh, Nu-Phalt Ltd/Jetpatcher UK

Asphalt Preservation Sub-Committee
Chaired by Steve Isaacs, TRL Ltd

Crack Sealing and Joint Repair Systems for Road Surfaces Sub-Committee
Chaired by Mike Harper; Stirling Lloyd Polychem Ltd

Road Recycling Sub-Committee
Chaired by Gerry Howe, Stabilised Pavements Ltd

In 2013, the sector committees were joined by a new sub-committee: the Re-texturing and Re-profiling Sub-committee chaired by Martin Leech of Klaruw RMS.
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RSTA Members

During 2013 RSTA welcomed nine new members, taking its membership up to 83.

Membership of RSTA includes national and regional contracting companies, local authority direct services organisations, material and equipment suppliers, test houses and consultants. RSTA members are encouraged to join the national highway sector scheme 13 or comply with the requirements of BBA/HAPAS Product Certification and Approved Installers Scheme.