Nu-Phalt Case Study

Croydon Council

The London Borough of Croydon has a larger population than any other London borough, with 339,500 people within its 33.4 square miles – placing increased demands on road surfaces.

Governed by a cabinet-style council since 2001, the borough is enjoying a regeneration and renovation program, called Croydon Vision 2020, already worth £3.5 billion. A significant portion of this budget is assigned to improving and maintaining the borough's network of roads.

With the area's main traffic route going through Croydon town centre, and commuter trends showing increased car usage in the area, Croydon Council knows that keeping its roads in repair is vital.

Nu-Phalt demonstrated its system in a particularly difficult environment in the borough over two years ago. The Council was very impressed with the quality and durability of the repairs over time. As a result, Nu-Phalt was commissioned for a four-week Contracting trial to assess the output of the system, during which 500 repairs were made.

To date, Nu-Phalt Contracting has completed over 2,000 repairs and has been well received throughout the Highways department.

The customer

"I'm really optimistic about how this will save us time and money. We reuse most of the existing road material on-site and need to add only a small amount of fresh material to each repair.

"There's no noisy compressors, and the system cuts the number of vehicles and staff involved in each repair. We also minimise disruption to traffic – which is good for drivers – and these repairs can be driven over again almost immediately they're finished."

Tony Whyatt
Highways Engineer

Another angle

Local press were quick to pick up on the benefits to residents, including this story: http://www.thisiscroydontoday.co.uk/news/Hi-tech-pothole-fix/article-2622268-detail/article.html

In addition, Croydon Council created its own case study on the Nu-Phalt trial in which it highlights the main benefits of the Nu-Phalt system:

> Apart from a significant cost saving, the biggest advantages that the new technique has over traditional methods are:
> • speed: a typical one square metre repair can be completed in just 20 minutes; currently, the same job takes considerably longer, and would be only a temporary fix;
> • durability: the infrared thermal bonding means that patch repairs are permanent and blend seamlessly into the surrounding road surface;
> • environmentally friendly: the process starts by recycling the existing macadam and needs only a small amount of new material to top off the repair.