## Construction Industry Helpline provides £705,000 of financial support to construction families in need

<table>
<thead>
<tr>
<th>Year</th>
<th>Calls to the Construction Industry Helpline</th>
<th>Support Provided to Families</th>
<th>Total Support Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>1,345</td>
<td>£602,314</td>
<td>£705,000</td>
</tr>
<tr>
<td>2017</td>
<td>1,500</td>
<td>£705,000</td>
<td></td>
</tr>
</tbody>
</table>

Last year, the Construction Industry Helpline supported over 1,500 construction families in crisis and over 400 families were granted £705,000 of emergency financial help. Of the 1,500 calls into the helpline, 1,100 of these were given advice and support on issues ranging from stress and depression to legal, debt management and taxation advice.

The 24/7 confidential helpline is funded by the Lighthouse Construction Industry Charity and provides access to a portfolio of support services for all construction workers and their families in the UK and Ireland. The charity receives no public funding and relies on the generosity of those within the industry to ‘look after its own’.

On average, the helpline receives around 120 calls each month from applicants or someone representing the applicant. The helpline provides a range of services that supports people returning to work or if they can no longer carry on with their existing role, signpost them to re-training so they can remain within the construction industry. The helpline also provides advice and support to help people adjust to their individual circumstances and become financially independent.

Working in construction can be extremely rewarding, but it comes as no surprise that it’s also one of the most stressful and dangerous industries to work in.

Julie Buckingham, Welfare Manager for the charity said, “The helpline is constantly evolving and since its launch, our services have been developed to ensure that we meet the needs of those calling the helpline. For some time now we have recognised that to really help, we need to do more than just provide financial assistance. All our call handlers are trained in mental health first aid and will ask a series of questions concerning the applicant’s specific situation. These follow the seven areas of need to determine whether the applicant would benefit from additional advice and support from a mental health expert, so that we can signpost them to the relevant service for additional support.”

Julie added, “In a recent questionnaire to current and recent beneficiaries, over 80% of respondents said that they experienced mental health issues following their accident or illness. In response to those needs, the helpline now provides access to counselling services to help people talk through their issues. It’s important to stress the confidentiality of the helpline, for many, this may be the first time they have spoken to someone and we realise that taking that first step isn’t always easy.”

In addition to the counselling services, the charity has also introduced a debt advice service to support applicants who had got themselves in to debt because of their accident or illness. We also introduced access to legal advice for those requiring professional advice on a variety of legal matters. Last year and with the crucial support of the Considerate Constructors Scheme, the charity launched a new range of packs to promote the helpline’s services. Each pack contains wallet sized helpline cards for distribution to the workforce and A2 posters to promote the helpline on site.

Bill Hill, Lighthouse Club Charity CEO said, “We have now distributed over 100,000 cards but our biggest challenge is to get them out to every one of our 2.1 million construction workers. Many larger employers offer employee assistance programmes but over 53% of our construction workforce are self-employed, so we need to ensure that we reach those who have nowhere else to turn.”

There is little doubt that mental health in construction is a significant issue and the Lighthouse Construction Industry Charity has put in measures in place to address those support needs. It is going to need a massive cultural shift within the industry to deal with it, requiring managers and workers alike to recognise that there is an issue and for workers not to be afraid of putting their hands up and asking for help.

To access the helpline’s team of experts, call the Construction Industry Helpline on 0345 605 1956 or visit [www.constructionindustryhelpline.com](http://www.constructionindustryhelpline.com)

For information about Construction Industry Helpline packs visit [www.constructionindustryhelpline.com](http://www.constructionindustryhelpline.com)

*Forecast figures up to 31st December 2017*
Winter PFT Application

A powerful Winter is upon us and its frigid grip has taken hold of many countries around the globe. From Storm Eleanor battering the Western hemisphere and the Eastern part of the world experiencing extreme cold storms, it is a concern that we are able to keep safe whilst travelling between our destinations. Those most at risk are pedestrians and drivers on the roads facing their daily travels.

Ennis-Flint are proud to be able to help improve the travel safety of pedestrians, cyclists and drivers braving these harsh conditions.

Preformed Thermoplastic Road Markings are a long lasting road marking that can be applied during the cold weather without any specialist treatment on the road surfaces. There are no road or ambient temperature requirements and these road markings can be applied in low temperatures without concern. Keeping the roads safe for travellers and maintaining their appearance is an important mission, which we take pride in being a part of. When the time comes to improve our roads during the cold seasons, be sure to take the necessary precautions to keep safe and for the road markings.

- Handle the material with care. In the cold you can become cold and stiff, much like you the materials can lose their flexibility.

- Be sure to remove all salt and de-icing chemicals prior to the application of the markings. Pressure washing the area is recommended, even if there is no evidence of chemicals used, passing vehicles could track these chemicals from heavily concentrated areas.

- Ensure no moisture is present prior to the application. Remove all moisture from the asphalt by sweeping the propane heat torch over the surface.

- Heat the material thoroughly and make sure indent in the surface are closing properly.

- Always perform the chisel test to ensure proper bonding.

- Keep two 18kg propane tanks on hand in case one freezes. The tank is frozen if frost forms on the outside of the tank and the gas pressure drops. If you notice these changes in the tank, make sure to switch to the spare tank. Tanks should be adequate for a full day of work.

- Feather the material edges for better snow plough resistance. Use a wide putty knife to feather the edges whilst the material is still soft. In addition, apply more heat to the leading edges so the material will flow more to create a tapered edge.

With powerful winds, heavy, persistent showers, hail, thick snow and worst of all, ice, affecting us every day it is important to keep warm and be aware of your surroundings. Our streets can become a confusing place when caked with snow, it is hard to tell where the road ends and the pavements begins but taking the right precautions can keep you and those around you safe.

- Use low gears to maintain traction, especially when facing hills. Never push down on the gas pedal, keep steady pressure.

- Do not rush or try to overtake another, especially snow ploughs or road-gritters. In extreme weather your vision becomes limited as does the vision of those on the roads too. Keep a safe distance and take your time, panicking and rushing could cause accidents.

- Bridges and Overpasses freeze first.

- Keep your lights and windshield free of snow, hail and rain as best you can.

- Make sure your headlights are on so you are visible to pedestrians and drivers alike.

- Brake gently to avoid skidding or sliding.

- Leave plenty of room between yourself and other vehicles and reduce your speed.

- The best advice for driving in the bad weather would be: Not to drive at all if you can avoid it, otherwise keep your eyes on the road and pay attention to the road markings, these could save your life during the Winter seasons.

Ennis Flint

The Importance of Quality Contractors

We have all heard the phrase “you get what you pay for” and “If it sounds too good to be true, it usually is”. These phrases tend to resonate within the contracting arena. Being a quality contractor and having quality assurance systems in place ensures your customers and clients that your company is operating effectively and efficiently. It means, through your policies and procedures, you have identified waste as well as products and/or services that do not meet expectations. With reduced deficiencies comes reduced waste and increased savings in both resource (human and material) and finance.

I work for the Road Safety Markings Association (RSMA), the trade association for companies involved in the road marking industry. In today’s climate, you will be hard pressed to identify an industry that has not implemented some form of quality measurement system, many recognised and/or international standards; to maintain and consistently improve standards, the road marking industry too has a bespoke quality assurance scheme - the National Highways Sector Scheme 7, which works in tandem with ISO9001 quality assurance. Having this accreditation ensures that our member companies not only have effective quality control in place but also that operatives are qualified and competent in their respective roles. Operatives must work to correct guidelines at all times and are required...
to undertake regular refresher training after they have attained the full NVQ to address the real risk of skills fade within the industry. To uphold the standards, we require all of our members to be Sector Scheme 7 accredited. This quality standard allows a differential between assured and validated companies, who deliver a quality job and those companies that are not quality assured and are therefore able to use subpar material and an unqualified workforce. A quoted job may seem a good deal at first glance, but when the job has to be redone after a few months it may be much more costly in the long term, making it a bad deal!

Prior to becoming the Quality Lead for the RSMA and before we achieved our own ISO9001 quality assurance, I remember being asked what the meaning of quality is. Undoubtedly I provided some sort of dry, run-of-the-mill answer about ensuring the organisation is fit-for-purpose, and fulfilling expectations etc., but over time, I began looking at it differently. It’s about giving confidence to the client and providing a service to the expected standards. It’s about ensuring the client receives what was expected. Quality is not isolated to a particular industry, on the contrary it touches all industries be it roadmarkings, housebuilding, plumbing, training, retailing, etc. Quality is really about understanding the true requirements of the client and delivering against them.

Quality assurance is a driver and precursor to success. Employing a contractor without quality assurance systems in place to complete a job could lead to costly rectifications of works completed whereas the use of a quality assured contractor will allow confidence that not only correct materials and competent labour has been employed but also that the tender figures have considered the minimisation of disruption and the mitigation of other risk factors in completing the job.

The choice to contract is an individual one. Select a quality assured contractor and be confident that the job will be delivered as agreed and expected or continue the myth that quality contractors cost more by engaging a non-quality assured contractor. Choosing the latter may well result in longer and costlier final works completion again proving that you really do get what you pay for.

RSMA

Maths + M25 = Maths25

There was a time when little girls aspired to be princesses or ballerinas, and boys to be fire fighters or footballers. In 2015, Forbes undertook a survey of 500 children between the ages of one and 10, which revealed a seismic shift in ambitions of younger generations: 41% of girls and 32% of boys wanted to go into science, technology, engineering and maths careers.

Even beyond STEM-specific careers, the principles of STEM – problem solving, analytical thinking, independent working – are key skills for today’s workplace. Add to this a child’s natural passion for understanding how things work and interact, and an opportunity arises. Connect Plus Services has taken this opportunity, with the creation of Maths25, a maths club that was launched at Dartford Bridge Primary School by STEM ambassador Moses Ajala and communications business partner Cintia Bailey.

Maths25 aims to give students the chance to explore aspects of mathematics and other related STEM subjects in more detail. It goes beyond the school curriculum to expand students’ mathematical understanding and its application.

Students who attend Maths25 have the opportunity to develop practical, teamwork and leadership skills, as well as increasing their confidence and engagement in mathematics.

The club, which continues throughout 2018, meets once a month with activities include building the strongest bridge out of a single sheet of paper and the tallest tower challenge to see what kids can do with dry pasta and marshmallows.

Moses said: “If pupils understand the basics of maths early on, they use it as a building block to more advanced concepts. Maths can be fun – and we’re demonstrating that with Maths25.”

Maths25 isn’t just about solving (mathematical) problems: it’s about creating opportunities.

Connect Plus Services
Making smart motorways safer

Smart motorways have been under the spotlight in recent weeks following the release of a safety review by Highways England. Amid concerns from motorists, emergency laybys – also known as refuge areas – are to be created every mile “where practicable”, instead of every 1.5 miles. Extra refuge areas will also be retrofitted to existing smart motorways in locations “with the highest levels of potential lane stops.”

As well as reducing the gap between refuge points, making these areas even more visible to oncoming traffic is also a top priority. An early player in this field, Blakendale Limited, has created special Advanced Warning Maintenance Indicator (AWMI) Posts for this very purpose.

First launched two years ago, Blakendale’s AWMI Posts are used to highlight the locations of the refuges to winter gritting crews to ensure a safe stopping area for stranded motorists. Junction 28-31 on the M1 was the first ‘smart stretch’ to trial these posts when it opened in April 2016. Since then the products have been specified for a number of smart motorways, including the recently upgraded M1 northbound between Junctions 16 and 19.

Blakendale is widely recognised as one of the leading suppliers of Traffic Management and Support Vehicles, but the Lancashire-based business also operates an established Road Marker Posts division and was one of the first manufacturers to develop posts specifically for the UK’s growing network of smart motorways.

The company’s AWMI Posts utilise the same basic shape and recognisable design of existing Motorway Type 1, Type 6A and Type 8B Distance Marker Posts and are installed in the same convenient manner. However, they are easily distinguished by their yellow and green retro-reflective quadrants and high visibility amber bandings that enable the posts to be seen day or night and in all weather conditions.

Highways England is specifying that the new laybys be finished in orange “where appropriate”, extending a trial scheme on the M3 in Surrey. It is hoped that the bright orange colouring will make refuge areas as easy as possible to spot whilst discouraging drivers from using them in non-emergency situations.

Blakendale believes its posts can complement these efforts by making emergency refuge areas even harder to miss:

“We were delighted to be involved so early in the introduction of smart motorways. Recent news has highlighted how vital emergency refuge points are to safety and we are proud that our products are playing a part in making them highly visible,” says Carmen Bowley, Joint Managing Director of Blakendale Limited.

For more information visit www.roadmarkerposts.co.uk / www.roadsafety.co.uk

IHE PROFESSIONAL CERTIFICATES

theihe.org/professional-certificates

| Traffic Sign Design | Winter Services Decision Makers |
| Highway Maintenance | Development Management |
| Traffic Signal Control | Temporary Traffic Management |
| Asset Management | Cycling Infrastructure |
Is “20’s Plenty” effective at reducing speed?

Many UK local authorities have implemented 20mph limits in residential areas as best practice for protecting the vulnerable road user to deliver safer, healthier, people-friendly streets. Although there have been some reports of an increase on people killed and seriously injured in some of these zones, a recent nationwide review of 20mph limits published by the Royal Society for the Prevention of Accidents (RoSPA) concluded:

"A large number of evaluation studies have demonstrated a link between the introduction of 20mph zones and a subsequent reduction in casualties. The size of the reductions and the consistency of results over a wide number of areas are further evidence for this link."

Reducing traffic speed has undoubted benefits when collisions occur, with the most vulnerable road users - cyclists and pedestrians (especially children), far less likely to suffer catastrophic injury. Studies, such as Ashton (1982) show pedestrians have around a 5% chance of fatality at 30km/h (18Mph) rising to 40% at 50km/h (31Mph). Further endorsement of a reduction to 20Mph is delivered in the TRL report PPR243 (Webster & Layfield) which illustrates a reduction of around 41-43% for injury accidents, with a 50-56% reduction for killed or seriously injured accidents.

An increase in the severity of the kinetic injury to the human body in an impact is one consequence of a higher speed at the point of collision. However, arguably of greater importance, is the increase in the likelihood of an incident occurring where the road speed is higher.

All drivers learn stopping distances from the Highway Code as part of their preparation for their test but unfortunately few people can recall the actual figures even 6 months after passing. As a reminder, the overall stopping distance at 20mph is 12m (40 feet) and at 30mph it nearly doubles to 23m (75 feet). If you factor in some good old British adverse weather conditions and remember that these distances are based on cars – vans and lorries have a lot more inertia to overcome and stop, the chance of collision increases considerably.

So it is very apparent that reducing speed is a no-brainer, but how?

Probably the most effective traffic calming measure ever, was the 1865 Red Flag Act which restricted vehicle speeds to roughly 4mph by requiring a man with a flag to walk in front of any moving motor vehicle, but that is simply not realistic, so what can we do?

Education and information as a means of influencing their behaviour is the most effective way to get drivers to slow down. The education piece is often driven centrally whether by public or charity based agencies such as the excellent work done by the road safety charity Brake. Arguably the greatest influencer is the child who has recently had a road safety lesson and will delight in telling mummy or daddy that they are going too fast or that they shouldn’t be parking on the zig zags outside the school entrance. Unipart Dorman regularly participates in school road safety presentations in conjunction with local PCSOs. It has to be said they are easily the most engaged audience we present to, with anecdotal evidence suggesting the road safety message is passed on to parents in the robust manner only a disapproving primary school child can.

Information is somewhat more difficult to deliver. Standard 670 roundel signs and road markings are the obvious and obligatory source of speed limit information to drivers, but these can often become just another part of the streetscape. Even with yellow backgrounds and other ‘Speedwatch’ type messages, they often merge into the background especially for frequent users of a particular section of road. Speed Feedback Signs (SFD) such as the Unipart Dorman DF11 deliver an eye-catching LED readout of the approaching vehicle’s speed which are more effective because reading and processing the speed involves some driver interaction. This will tend to capture more attention than other flat, less dynamic signage. Most drivers want to ‘be good citizens’ and will reduce their speed accordingly.

Successful Speed Reduction Campaigns

Where the DF11 has been introduced as part of an initiative such as the highly effective campaign run by Lincolnshire Road Safety Partnership, which combines fixed regulatory and safety signage with a DF11 that is regularly moved between locations, there has been a measurable reduction in the road’s average speed.

Unipart Dorman LED signs record activation time, date and speed data. This can be used for a large number of applications to build a local speed profile and in turn can be used to develop a comprehensive plan to reduce speed in the area. Measures could include anything from a simple notice board on a busy road saying ‘X number of people exceeded the speed limit on this road in the last month’, presentations at Parent Teacher and other community engagement meetings. The data can be used to illustrate the extent of the problem and used to make a compelling case for more enforcement action or physical measures such as speed cushions etc.

As well as the road safety benefits, 20mph zones can encourage more physical activity, such as walking and cycling. In addition to contributing towards a safer environment there are tangible improvements in air quality and reduction in noise pollution. One reason often cited by parents for using the car for the school run is the risks posed to pedestrians by traffic, so reducing those risks will encourage more children to walk or cycle to school with the attendant benefits to child wellbeing.

Far from selling SFD such as the DF11 as a one stop speeding cure all, Unipart Dorman believes in working closely with a wide variety of stakeholders to deliver safer roads around schools and communities to reduce the risks associated with excessive speed. Our commitment to road safety doesn’t stop at the point of sale. It includes comprehensive after sales support tailored to individual customer requirements and is delivered from our Southport facility in the North West of England, where we design and manufacture not only LED signs, but also our comprehensive portfolio of hazard warning lamps and railway signals.

Unipart Dorman
One year on and TMT2 is proving a real success

One year on from being awarded a place on the Crown Commercial Service’s Traffic Management Technology 2 (TMT2) framework Clearview Intelligence is enjoying the results of being part of the easier procurement process.

Clearview’s range of proven count and classify products and vehicle detection solutions can all be found within the framework and orders for the first year have shown a very positive increasing trend. The largest of the orders has been placed by Highways England for replacement of legacy National Traffic Information Service (NTIS) monitoring kit. Existing TMU and TAME kits can now be replaced with new Clearview Intelligence TMU2 traffic monitoring units. The new units are fully supported and provide improved system and data availability with reliable performance. The TMU2’s can now be called off by regional areas from HE stores as part of the routine maintenance stocks.

It’s clear that public sector organisations, including Highways England, devolved administrations, local transport authorities and Transport for London can benefit from the use of the NEC3 suite of contracts to procure Clearview products and services through TMT2 Lots 1, 2, 4, 5, 7, 13, 14 & 15.

Nick Lanigan, Managing Director of Clearview Intelligence commented “The original intent of being on the framework was to open up opportunities to extend existing collaborations and create strong new relationships with key delivery partners and operators. This is clearly what has been happening and we are very pleased with the first year’s orders and look forward to further strengthening the use of the TMT2 framework as a primary ordering channel in 2018”.

The Crown Commercial Service (CCS) supports the public sector to achieve maximum commercial value when procuring common goods and services.

Clearview Intelligence

St Helens - Multihog investment saves £2000+ per week

St Helens Council are set to save a significant amount of money each week after investing in a new machine that will change the face of highway maintenance in the Borough

The Council has recently purchased a Multihog MH90 vehicle that will repair highway defects such as potholes in a fraction of the time it would normally take, allowing the highways team to do more repairs daily. The Council initially trial hired a machine last year, achieving savings of £2400+ per week, which effectively made the acquisition of the versatile vehicle a no brainer.

Highway efficiency ensured

The Multihog is a compact and robust, road legal, hydraulically operated and articulated vehicle which accepts a diverse range of attachments to the front and rear allowing it to tackle different applications all year round. A 400mm wide road milling planer attachment fitted with 53 carbide tipped teeth, powered by the Multihog operator from the comfort of the cab, excavates the defective road areas allowing for a more permanent repair by removing the underlying imperfections. Elsewhere on the machine, a high lift bucket at the front means the team don’t have to shovel large amounts of debris caused from the repairs, which significantly speeds up the cleaning process and reduces the amount of dust produced as a result.

Additionally, the machine is much quieter than traditional jack hammers which should please residents while also benefitting the workforce, as it vastly eliminates hand-arm-vibration-syndrome caused by continuous use of vibrating hand-held machinery.

In order to maximise the Multihog’s multipurpose use in the future, the council is considering purchasing additional attachments which will make it possible for the four wheel drive machine - which has a top speed of 30mph - to be used all year round for road gritting, flood prevention, grass cutting and snow ploughing.

Embracing highways innovation

St Helens Council’s Cabinet Member for Green, Smart and Sustainable Borough, Councillor Seve Gomez-Aspron, said: “The purchase of the Multihog demonstrates the council’s continued commitment to maintaining the highway network to the highest possible standards within our available budgets.

“Although the government has cut this council’s overall funding by more than £90m per year, we have managed to stretch what money we have left through innovation and our commitment to provide the best possible service.

“The Multihog will significantly reduce the cost of road repairs around the borough. It will enable repairs to be carried out more quickly and efficiently and also to a higher standard than by using traditional road repair techniques.”

Josh Sweeney, Strategic Marketing Manager at Multihog UK said: “In this time of austerity, it takes forward thinking organisations, such as St Helens Council, to identify efficiency savings which sometimes can only be achieved by investing to save.

“As we have seen here, the Multihog has allowed for substantial savings per m² whilst ensuring the permanence of each repair and increasing productivity. In effect the council can now deliver more for less to a higher standard in less time whilst working more safely.”

Multihog
Surface Dressing

Industry Context

Over recent years it has been well reported in the media that crumbling roads are costing the national economy some £20 billion every year and cost councils an annual c.£50 million in compensation claims according to the Local Government Association.

It is the poor condition of local roads that is most noticed by road users. A report from the RAC found that 89% of its members are ‘frustrated’ at the condition of their local A and B roads with only 2% believing that local roads are adequately maintained. motorists pay c.£46 billion a year in taxes but just c.£3 billion of this is spent on local road maintenance. This figure represents about 1% of the replacement cost of the local road network valued at £235bn. Meanwhile, it is estimated by the Asphalt Industry Alliance that there is a pothole every 120 yards and the cost to carry out the necessary backlog of repairs is some £12 billion.

Despite the fact roads represent the biggest asset under the control of local authorities this neglect is likely to continue for the foreseeable future as councils need to make budgetary savings across the board.

Many councils however are aware that Surface Dressing is the most economic maintenance option for sealing the road surface whilst restoring skid resistance and helping to prevent pothole formation. Yet despite the economic downturn we haven’t seen a significant increase in the use of Surface Dressing across the UK since the market fell by around 40% in the early to mid-1990’s. This decline coincided with the introduction of Asphalt Thin Surfacings and Stone Mastic Asphalt (SMA).

Undertaking regular and timely maintenance of roads using surface treatments such as Surface Dressing in the current economic climate is more sustainable and cost effective than allowing roads to deteriorate to a poor condition requiring more costly intervention. There are a wide range of surface treatments now available to ensure optimum performance of roads that are fast to apply, generate no or minimum waste, lower the carbon footprint of roads and provide cost economies that allow local authorities to get the best value from their pressurised highway budgets.

Timely intervention by selecting and applying the right surface treatment for the job will significantly extend the service life of roads, delaying the time to when structural maintenance will be required. Surface treatments should be embodied in the highway asset management planning process.

Despite the cut backs in road maintenance expenditure the public will still expect roads to be maintained and not hinder their journeys. Because surface treatments can be applied relatively quickly they afford minimal disruption to moving traffic thereby helping to reduce traffic congestion. In future climate change may mean more surface maintenance is required to rectify problems associated with loss of surface course texture depth due to fatting up (binder bleeding to the surface). Surface treatments make a considerable contribution towards government policy on sustainable travel by decarbonising roads (reducing CO₂ emissions). More efficient use of finite mineral reserves is another key benefit because surface treatments use the minimum amount of bitumen and aggregate to restore the road surface condition.

Background to Surface Dressing

Surface Dressing is a long established proven highway maintenance technique with its introduction pre-dating World War Two. Indeed the Road Surface Dressing Association (now part of RSTA) was formed in 1942 to help maintain Britain’s roads during an earlier period of austerity. In simple terms it involves the even spray application of an emulsion bituminous binder through a purpose-built spray tanker onto the existing prepared road surface followed immediately by the even application of aggregate chippings to ‘dress’ the binder.

To the highway engineer, surface dressing offers a quick, efficient and cost-effective way of maintaining skid-resistance and waterproofing road surfaces. To obtain the best results it is necessary to give careful consideration to a wide range of detail and to plan and design the work carefully. The speed of the surface dressing operation and the short duration of time during which motorists are inconvenienced is also an important issue.

The importance of surface texture as provided by surface dressing has been highlighted by TRL report LR 286, which stresses that texture depth is important under both wet and dry conditions. Up to date guidance is available in the Design Manual for Roads & Bridges (DMRB): Volume 7 HD 28. The DMRB is available on line at www.dft.gov.uk/ha/standards/dmrb/.

A useful way of comparing the effectiveness of a dressing, or other maintenance work, is to express it in terms of a ‘cost life index’. This is the cost per square metre of the work divided by the service life in years. It provides a measure of the “value for money” which the highway authority is achieving. A low ‘cost life index’ and ‘high value for money” is the result of high-quality work.

The Code of Practice for Surface Dressing published by RSTA (The Road Surface Treatments Association www.rsta.uk.org) and endorsed by ADEPT (Association of Directors Environment, Economy, Planning, Transportation) aims to identify the important aspects of the process, and to refer to other documents relating to good surface dressing practice and so give practical guidance on achieving high quality.

Surface dressing offers many advantages;

- Seals the road surface against ingress of water which is known to be one of the major causes of asphalt pavement deterioration and pothole formation.
- Arrests the deterioration of the road surface and underlying road pavement structure by helping to keep water out of the pavement structure.
- Restores the necessary level of skid resistance to the road surface with the resultant benefits of reduction in wet skid related traffic accidents.
- Timely intervention will enable worn out road surfaces to last longer thereby increasing the time to when structural maintenance is required.
- Maximises the cost effectiveness of limited highway maintenance budgets.

When to Surface Dress

- Before the road surface deteriorates to the stage at which expensive major patching and/or resurfacing is required.
- Before surface skidding levels fall below the nationally accepted intervention level for the category of road in question.

Cost effectiveness

- Economic - in the region of £1.50 m² for routine single dressings to £2.50 m² for specialist multi-layer dressings for higher speed roads, excluding pre-patching and
Continued from pg7

traffic management. Prices will also vary regionally around UK.

- Low cost/ life index. When done properly, at the right time, surface dressing is a very cost effective treatment costing around £0.2 per m² per annum (assuming a 10 year service life).
- Surface Dressing can be likened to painting your house. It needs doing before serious deterioration occurs and means that expensive preparation or replacement costs can be delayed for years.

Which roads can be Surface Dressed?

- All classes of road, from single track, unclassified roads and footpaths to principal routes and even motorways have been successfully treated.

Important Technical Considerations

- Surface Dressing can be specified in accordance with The Specification for Highway Works Clauses 919 (recipe) and 922 (end performance design).
- Surface dressing, when designed and installed by the contractor, is regarded as a ‘product’ regulated by the new Construction Products Regulations (CPR) that came into force on 1st July 2013. This means that Surface Dressing ‘products’ must be CE Marked and have a Declaration of Performance stating the products characteristics in accordance with BSEN12271. National guidance document PD6689:2017 provides guidance on the level of performance required for the UK market.
- The selection of the right type of dressing, size of chippings and rate of spread of binder is as important as the design of other engineering works. Each site must be considered in the light of its unique characteristics, including the nature of surface, geography, volume and speed of commercial and other traffic using the section of road. Advice on the design of surface dressing is contained in the 7th edition of Road Note 39 “Design Guide for Road Surface Dressing” (2016) published by TRL Limited, Crowthorne House, Nine Mile Ride, Wokingham, Berkshire, RG40 3GA. www.trl.co.uk
- The Surface Dressing installation should be done by experienced and competent contractors with a fully trained and qualified workforce. The RSTA run regular training courses on surface dressing for operatives and technicians providing tuition on every aspect of the process from site selection, surface preparation, choosing the right types of dressing, standards and specifications through to design – see www.rsta-uk.org/our-training for all training course dates.
- All RSTA surface dressing member organisations (including a number of DLO’s) are accredited to ISO 9001 Quality Management Standard and are registered to National Highway Sector Scheme 13 for the Supply and Application of Surface Treatments to Road Surfaces.
- Surface dressing binder technology has developed enormously over the last 20 years or so. It is important to specify the binder grade required to give the optimum end product. Failures will be minimised by the correct binder selection. The use of Polymer modified binders has grown significantly over the past 20 years and now dominate the market.
- Proper ‘aftercare’ is essential. This, together with the correct design and binder specification, will minimise any loose chipping problem.
- The Code of Practice on Surface Dressing available from RSTA and endorsed by ADEPT covers every aspect of the process and should be regarded as representing best practice.
- There is also an RSTA/ADEPT Code of Practice on Temporary Traffic Management and Signage relating to Surface Dressing works available at www.rsta-uk.org/publications.htm.

Clients are urged to specify this list of criteria in their Contract Documents to minimise risk, enhance product durability and obtain best value for money.

Environmental considerations

- Surface dressing minimises the use of scarce high PSV chipping resources.
- Accident levels will be reduced by restoring adequate skid resistance.
- By careful design ‘quiet’ surface dressings can be installed to reduce road noise generated by traffic in noise sensitive areas.
- The rapid speed of the process means that disruption to road uses, local businesses and emergency services is minimised.
- Surface dressing provides a very low carbon footprint solution as measured using the RSTA Carbon calculator suite known as PRoTECT (Pavement Road Treatment Embodied Carbon Tool). For information on measuring the Carbon footprint of Surface Dressing and other Surface Treatments contact enquiries@rsta-uk.org.

Life expectancy

The average service life of surface dressing is 10 -15 years, even on very heavily trafficked sites. In 2011 RSTA and ADEPT jointly published the ‘Service Life of Surface Treatments’ document to advise asset managers how long surface treatments on average can be expected to last. This important document is available from the RSTA website.

Summary

Surface dressing is an established, proven process with a history going back over a 100 years. It is a cost-effective surface treatment when properly designed, specified and executed. Developments in surface dressing materials, techniques and equipment and improved operator training mean the risk of failure has been significantly reduced. For further detailed information on Surface Dressing download the Code of Practice from the RSTA website www.rsta-uk.org/publications.htm or attend the two day course run by the RSTA.

Howard Robinson, RSTA