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SPOTLIGHT

ASPHALT PRESERVATION SYSTEMS

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“Specifying LockChip has become an integral part of Cambridgeshire Highways surface treatments programme. Each year selected sites are inspected with the Bituchem team to assess suitability for the LockChip product. This selection process means that the investment is targeted at ideal sites where the road users of Cambridgeshire will appreciate immediate benefits of the process.

The Term Maintenance Contractor, with the expert knowledge of the surface dressing contractor and Bituchem are making a real difference to Cambridgeshire’s roads.”

Jonathan Clarke, Highway Maintenance Manager - Cambridgeshire County Council

BituChem - the market leaders in quality, service and value in the worldwide highway construction and surfacing industry.
Successive governments have failed to understand that a well-maintained local road network is essential for the socio-economic wellbeing of the country. Unfortunately, the lack of real funding for road maintenance provided by the March Budget proves that like his predecessors, the Chancellor Philip Hammond has also failed to appreciate the essential need for greater investment in road maintenance.

The potholes that plague our road network are not the only result of decades of under-investment. The continued squeeze on transportation and highway budgets has resulted in a less visible but alarming trend – the growing void of road maintenance expertise and knowledge. Experienced staff are retiring and are not being replaced, many local authorities no longer have the resources for programmes of staff training and even government departments, faced with a lack of in-house expertise, are increasingly turning to industry to assist with guidance and specification development.

Here, the RSTA is providing a valued knowledge resource. This is evidenced by the increased work that RSTA is doing with Highways England and ADEPT on updating industry guidance and specifications. It is underlined by the well-attended training seminars and CPD courses. It is highlighted by the widespread use of the RSTA ADEPT codes of practice and the ongoing development of new guidance documents. All of this is supported by the in-depth knowledge and expertise of a wide RSTA membership base which spans the supply chain including contractors, local authorities and material and equipment suppliers.

As the road maintenance season gets fully underway the knowledge and expertise of RSTA and its members will be a resource that is increasingly called upon by local authority and national government alike.

In addition to being an industry resource, RSTA continues to highlight the negative impact of road maintenance under-investment. Its Vital Statistics leaflet, launched to support National Pothole Day 2017, brings together the facts and figures behind the pothole statistics. The Association has also launched a parliamentary petition urging the government to invest an additional 2p per litre of the existing fuel duty to fix the plague of potholes afflicting the local road network. The petition may be found at: https://petition.parliament.uk/petitions/183637 Please sign it and encourage your colleagues to do likewise.

2017 marks the 10 year anniversary of the RSTA which was set up to become the voice of the road surface treatments industry. The RSTA aimed to capture and share industry best practice, raise workforce standards, facilitate product and process innovation and highlight the need to invest in road maintenance. It has certainly made considerable progress over the past ten years and with your support plans to do even more over the next ten years!
In his Spring Budget Philip Hammond, has failed to address the decades of under-investment in road maintenance,” said Howard Robinson, chief executive of the Road Surface Treatments Association (RSTA). “His budget has no recognition that a well-maintained and efficient local road network supports the national economy. Instead we have a local road network that is increasingly Third World.”

RSTA has renewed its support of the calls by the Local Government Association to address the decades of under-investment in the local road network by injecting a further £1 billion a year into roads maintenance. The additional funding could be found by investing just 2p per litre of the existing fuel duty without any need to increase fuel duty rates.

The Chancellor announced £690m funding competition for local authorities to tackle congestion and to get local transport networks moving. “Some highway authorities have seen a 50% reduction in their road maintenance budgets. It is a pity that they will have to spend precious resources on competing for funding,” said Robinson.

Although the Department for Transport did announce in January 2017 funding of £12 billion for English local roads for the period 2017-18. That does not address the staggering £12 billion necessary to address the current backlog of repairs and potholes and bring the road network up to an acceptable standard.

The £12 billion funding includes £210 million from the National Productivity Investment Fund as announced in the 2016 Autumn Statement, £801 million Local Highways Maintenance Funding – Needs Element, £70 million from the Pothole Action fund, £75 million from the Highways Maintenance Challenge Fund where local highway authorities have to compete for funding and a further £75 million from the Highways Maintenance Incentive Element which requires completion of a self-assessment questionnaire in order to reward those who demonstrate they truly understand the value of their asset.

“It is disappointing that the Chancellor fails to appreciate the social and economic benefits of a well-maintained local road network,” said Robinson. “We note that that from 1 April 2017 vehicle excise duty rates for cars, vans and motorcycles registered before April 2017 will increase by Retail Prices Index (RPI) while VED for HGVs and the Road User Levy rates will be frozen. We call upon the Chancellor to consider channelling the funds from the VED rate increase towards road maintenance.”

A new report from the Centre for Economics and Business Research (CEBR) makes alarming reading. It reveals that Britain is ranked 27th in the world for road quality — below nations such as Spain, Ecuador, Namibia, Malaysia and Taiwan — despite Britain being a top economy.

The report also found that the congestion on our ageing road network results in the drivers wasting an average of five days a year in queues. Incredibly, the CEBR report states that failure to improve our road network will cost the economy a staggering £307 billion between now and 2030.

The report calculates the total cumulative cost of congestion in the UK to be £307 billion from 2013 to 2030. Of this, total direct costs are £191 billion, and indirect costs equal £115 billion. By 2030, CEBR estimates the total cost of congestion per household will be £2,057. From 2013 to 2030, the annual cost of road congestion will have risen 63%.

Quentin Willson, of the campaign group FairFuelUK which commissioned the report, said: “These are truly shameful numbers. Despite 90 per cent of all journeys taken by road in 2016, rail travel received nine times more investment.

“And with our road network such a snarling, constipated ruin, we wonder why pollution is at record levels?”
National Pothole Day was organised by StreetRepairs.co.uk to highlight the parlous state of the road network. It was sponsored by Halfords Autocentre.

The 2016 statistics, pulled from a wide range of sources, underline the result of decades of under-investment in maintaining the UK’s most important infrastructure asset. According to the Annual Local Authority Road Maintenance Survey it would cost £11.8 billion and take 14 years to fix the current backlog of pothole repairs. The Local Government Association reports that the government plans to invest £1.1 million per mile of motorway and trunk road which accounts for just 3% of the total road network yet will spend only £27,000 per mile.

The petition may be found at: https://petition.parliament.uk/petitions/183637. Please sign it.

National Pothole Day 2017, the Road Surface Treatments Association published a compendium of facts and figures behind the UK’s deteriorating local road network together with a call for action to address the sorry state of affairs.

RSTA has called for a number of actions to address this continued deterioration. This includes government realising the need for proper levels of predicted, long-term maintenance funding that should be ring-fenced for local road spending and investing an additional annual £1 billion that come from providing an additional 2p from the existing fuel duty. In addition, all local highway authorities should sign up to best practice asset management to ensure that they have the most cost-effective maintenance approach and all road users should keep up the pressure by reporting all potholes that need repair.

‘Potholes: The Vital Statistics’ is available as a free download from: www.rsta-uk.org/pot-holes-vital-statistics

Increased traffic demonstrates the need for well maintained roads

New traffic level estimates from the Department for Transport (DfT) underline the need for greater investment to improve the condition of the UK’s road network.

RSTA has set-up a parliamentary petition urging the government to invest an additional 2p per litre of the existing fuel duty to fix the plague of potholes afflicting the local road network.

The petition may be found at: https://petition.parliament.uk/petitions/183637. Please sign it.

According to the AIA Alarm Survey, decades of under investment in local road maintenance has resulted in a pothole bill of £12 billion. Despite this, lack of funding means that highway authorities are having to reduce their road maintenance budgets. Investing just 2p per litre of the existing fuel duty would provide an extra £1 billion per year to address this.

“A further £1 billion annual investment would certainly help local authorities tackle the damage done by under-investment by successive governments,” argued Howard Robinson, RSTA chief executive.

“We urge all drivers to sign the petition so that Parliament will have to debate the issue of our potholed, deteriorating roads.” 100,000 signatures are required before the petition can be considered by Parliament.

The evidence is there for all to see, and for tyres and axles to be damaged, despite the best efforts of councils in repairing over 2 million potholes last year. The magnitude of the task due to decades of under-investment means that the local road network continues on its downward spiral”, said Howard Robinson, RSTA chief executive.

Provisional road traffic estimates for Great Britain for the year ending September 2016 show that traffic levels rose by 1.4% to a new record level that is 1.8% higher than the previous peak in September 2007. It total, there were 320 billion vehicles miles travelled on the road network between September 2015 and September 2016.

These traffic figures should be a wake-up call for the government. They need to provide real funding investment in road maintenance to ensure that the network is in a fit state to cope with ever growing traffic pressures.
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SURVEY NAMES AND SHAMES BRITAIN’S WORST ROADS

An independent investigation using Freedom of Information requests has revealed the worst roads in Britain to drive on.

CarParts4Less gathered council data to find the most complained about roads across England and created an online tool to help drivers avoid the worst routes, based on the number of complaints.

It says the worst five are Cottage Lane in Lancashire with 271 complaints, followed by the A57 Liverpool Road in Salford with 199, Chester Road in Chester received 162 while there were 136 for Topsham Road in Exeter and 115 for the Bingley Relief Road in Bradford borough.

The company says the data, “shows the North-West is bearing the brunt of England’s terrible tarmac, with the top three worst roads found in Lancashire, Salford and Cheshire”.

It adds that Lancashire Council was given £120,445,000 for 2015/16 to help maintain and repair roads in the area. The authority spent the most (£1,760) on Chapel Lane, despite Cottage Lane being the most complained about road.

Potholes cost UK drivers almost £684 million in car repairs annually, with one pothole compensation claim made every 17 minutes. Many disgruntled drivers have taken to social media sites to voice their complaints. The company adds that English roads are so infamously bumpy that Japanese car manufacturer Honda had to build a four mile testing track that mimicked British roads to see if its cars were hardy enough to survive our tarmac.

Nearly £2.3 million was paid by the government in compensation to drivers whose cars were damaged by pesky potholes in the past year. The Asphalt Industry Alliance reported a threefold increase in the number of potholes in 2013 alone. The report says the councils that spent the most on road maintenance in the last 12 months were Devon, West Berkshire, Bolton, Redbridge and Darlington.

New RSTA Code of Practice for Ironworks

The RSTA will soon be publishing a new Code of Practice for Ironwork Systems Installations and Refurbishment.

The correct installation of ironwork and the compatibility of the constituent materials is critical to the resultant service life.

Recognising this, the new code aims to:

- Increase the average service life of ironwork installations and refurbishments by advocating a ‘right first time’ approach which will enable lowest whole life cost
- Raise expectations regarding the in-service performance of ironwork assets
- Minimise return visits, customer complaints and potential health and safety issues associated with failed ironwork.

The code has been peer reviewed by Highways England, ADEPT, NJUG, HAUC and TAG.
Local Roads Face Unprecedented Crisis

The Local Government Association (LGA) has warned that the 5% increase in the weight of goods transported by lorries could result in many more potholes.

Lorries transport some 1.7 billion tonnes of goods a year. Heavy goods vehicles are particularly damaging to road surfaces because they exert more pressure causing surfaces to crumble quicker, thereby resulting in more potholes.

LGA, which represent more than 370 councils in England and Wales, says that chronic government underfunding has left the local roads network facing an “unprecedented crisis” and this new increase in goods weights could push the network “over the edge”.

Cllr Martin Tett, LGA transport spokesman, said: “Our roads crisis is only going to get worse unless we address it as a national priority.

The Government’s own traffic projections predict a potential increase in local traffic of up to 55% by 2040. Councils need long-term and consistent funding to invest in the resurfacing projects which our road network desperately needs over the next decade.”
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Delivering on good, fit-for-purpose infrastructure is crucial for business and its ability to meet clients, partners and employee’s needs. How well connected we are as a country and within local areas has very tangible and measurable benefits and in turn restrictions when we get it wrong. The quality of the infrastructure is a constraint or enabler given that congestion, fuel economy, vehicle wear and tear and reliability of journeys are key needs of industry.

In turn, people expect to see quality of life improvements as a currency in their well-being. The aesthetic of the public realm, the quality of waste management services and the ever-increasing need for strong control and enforcement against those who transgress, are all key to the perception of quality of life in a local area. The infrastructure plays a major part in this with well-maintained assets being easier to keep clean, provide a more acceptable public realm and can therefore contribute to civic pride and the benefits that this delivers to an area.

All of the above has to be sustained for the long term. The asset management accent within Well Managed Highways emphasises the needs in the long-term and underlines the commitment required from local and most importantly central government to deliver the right funding now, to deliver the right quality of services in the short and medium term. This will bring the long-term asset quality and ease of maintenance we all seek to bring savings or at least bring budget stability in the future.

For further information on TAG visit: www.lgtag.com
Road and airfield construction, maintenance materials and the way standards are developed and implemented is vital to the performance of UK’s transport networks.

The range of issues and variety of standards is complex and the effective distribution of information to CIHT members and wider Industry is seen as of great importance.

With this in mind, the Chartered Institution of Highways and Transportation (CIHT) has recently formed a new Standards Advisory Group (SAG) to co-ordinate, monitor and promote the activities of CIHT in relation to standards advice for materials and pavement design for highways, airfields and industrial purposes. SAG is made up from CIHT members and representatives on BSI and other specification committees.

CIHT and its membership have consistently been involved in the development of standards in the UK and beyond. Institutions such as ours have an important role to play in ensuring the quality of these standards are developed, maintained and implemented.

The new group will seek to identify areas where standards are lacking and if necessary, in collaboration with other organisations, will aim to provide guidance on standard specification formats and advice notes for implementation. SAG will provide input to the CIHT reporting through the Asset Management Technical Panel.

Those on the group whilst all CIHT members also represent and report back to other affiliations such as ADEPT, MPA and the Road Surface Treatments Association (RSTA). There is a focus on collaboration with relevant bodies and organisations to establish new links and ways of working.

CIHT has representation on several British Standards Institute and other specification committees and will utilise this representation to inform the wider membership of changes and updates to European and British Standards and opportunities to comment on relevant drafts. The group is in the initial stages of setting out a programme of work which will

begin by focusing on highway and airfield construction and maintenance.

SAG will seek to coordinate the activity of CIHT industry representatives and members operating on industry committees and groups. It is also developing mechanisms for CIHT members to both receive updates from and provide input to their representatives. New webpages (currently under development) will provide signposting to standards and advice to the CIHT membership and wider industry, providing access to documents, case studies and presentations.

This is just a starting point as the group find its feet and there may be further areas of transportation infrastructure to consider as the group becomes established. The industry requires certainty, with standards becoming ever more important with potential changes to the way we work as a consequence of alterations to legislation as a result of Brexit. SAG hopes to play its part by ensuring the development and maintenance of quality standards is kept high on the agenda.

For further information on CIHT SAG visit: www.ciht.org.uk/en/knowledge/standards-advice/index.cfm
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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
Nine areas of neighbourhood services were surveyed, including general road maintenance, waste and recycling collection, parks, street lighting, and school meals, and all nine areas surveyed received a positive satisfaction score, which indicates the strong performance of local government. Waste and recycling services were given the highest satisfaction score by the public, yet road maintenance was rated the lowest. Whilst this suggests a strong performance from local government, despite the level of cuts, it does show that some services are starting to feel the strain.

At the end of 2016, APSE released the results of a vital neighbourhood services survey, conducted by Survation. It showed that over three quarters of the public are calling for more of the available public money to be spent in their local area on the services that affect their everyday life, suggesting that extra infrastructure spending is required in areas like housing and roads in order to meet the public’s needs.

At APSE, we believe that the public are now starting to see the impact of austerity, with a sizeable chunk of survey respondents reporting a decline in their local services. The results show that 62% of respondents currently do not think that enough of their tax is spent on services in their local area, whilst 77% said they would like the government to give more money to local councils to spend at the local level.

The report also showed that 5 times as many people trust their local council over the Government to make decisions about how services are delivered/provided in their local area (53% to 11% respectively). Furthermore, 6 times as many people trust the council (60%) to provide services in their local area over a private company (10%), with people also trusting the council eight times more than the government (7%). To add to this, 8 times as many trust local councillors over government ministers to make decision about their local area. These results show that the public are more likely to trust decision-making at the local level.

The survey also suggests that the public would welcome localised infrastructure investment. APSE is calling for a new industrial strategy to recognise the importance of local – and not just national – infrastructure investment, including local area investment to help rebalance jobs, skills and local economic growth. Local spending is proven to be a great way to bolster economic activity in local areas, so clearly there is a lot of good to come from leveraging more local investment through trusted council neighbourhood services.

FURTHER INFORMATION

For more information on APSE’s work in roads maintenance, please contact Rob Bailey, APSE Principal Advisor for roads and highways maintenance.
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The full research is available as a PDF on the APSE website:
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Pre-treatment before surface dressing
The versatile Hydroblast system can be regulated for removal of excess bitumen from previously treated sites, providing a better key for new surface dressing applications. The pre-treatment will reduce any propensity for future bitumen bleed and therefore extend functional life.
Asphalt preservation has been used in the early 1990s to cost effectively extend pavement life. It does this by helping to seal the existing surface against the ingress of water, unless the surface course is designed to be porous. It is important that these treatments are not confused with rejuvenators which alter the road surface condition.

Providing a protective seal for the surface course binder slows down the oxidation and embrittlement process and so improves surface aggregate retention. It should be noted that asphalt preservatives will work on bituminous bound surfaces only. If the surface is non-bituminous then asphalt preservation is not appropriate. Furthermore, preservatives should be used to preserve the road surface in the condition it is in at the time of application. They cannot improve a road surface.

There are two types of preservation treatments - Penetrative and Non-Penetrative. Penetrative treatments are solvent based and as such soften the existing surface on application to facilitate some penetration of the binder coating. They comprise a blend of bitumen and/or, hydrocarbon resins, diluents, plasticisers and may be fortified with natural based bitumen. Non-Penetrative treatments are bituminous emulsions that comprise of proprietary blends of bitumen, polymers and other additives designed to seal and protect the road surface. Both types are dispersed within a carrying agent which can be water or solvent based and with both types the road can normally be re-opened to traffic after the preservative has cured (typically within 1-2 hours).

Penetrative treatments are used every 3-7 years as part of a cost-effective preventative maintenance programme. Careful and detailed planning before work commences is an essential element of successful asphalt preservation. There needs to be close coordination between the contractor and the client at every stage. This will assist with correct project budgeting. Where possible, accurate measurement of the area to be treated should be made and agreed by the client and contractor in advance of the works. The system installer should be involved at the beginning in order to determine the most appropriate treatment. The client should provide site information concerning texture and skid resistance data. All treatments are seasonal and should be applied between April and September.

It is important to employ a competent and approved contractor who is registered to the National Highways Sector Scheme 13 as recommended in the Specification for Highways Works. Products used for asphalt preservation must be manufactured under BS EN ISO 9001. Additionally, asphalt preservation treatments can be independently certificated under the Highway Authorities Product Approval Scheme (HAPAS).

RSTA has produced guidance notes on the installation of asphalt preservation treatments:
'RSTA ADEPT Guide Asphalt Surface Course Preservation Treatments'
To download a copy visit: www.rsta-uk.org/publications/
RSTA currently has 84 members. Membership of RSTA includes national and regional contracting companies, local authority direct services organisations, material and equipment suppliers. RSTA members must join National Highway Sector Scheme 13 where appropriate or comply with the requirements of HAPAS Product Certification and Approved Installers Scheme or equivalent.