MAINTAINING THE UK’S GREATEST ASSET
The Road Surface Treatments Association (RSTA) is the focal point for the road surface maintenance industry. It was formed in 2008 following the merger of the Road Surface Dressing Association, the High Friction Surfacing Association and the Slurry Surfacing Contractors’ Association.

The RSTA incorporates additional organisations, the Specialist Treatments Sector and Geosynthetics and Steel Meshes Sector, created for companies and organisations whose aims and products are complimentary to those of the RSTA.

Road congestion currently costs the UK £4.3bn a year. This is forecasted to increase to over £20 billion a year by 2030*. With the Department for Transport calculating that by 2040 traffic will have increased by over 55% compared to 2000 levels, the national costs of an inadequate, poorly maintained road network can only rise further.

Prior to recent government announcements about major investment in the strategic road network and local roads there had been massive underinvestment in roads over many years exacerbating the problem of network deterioration. Spending on local road maintenance continues to fall short of what is required to bring the local road network up to the required standard. The result of this shortfall is a deteriorating national and local road network that is increasingly unable to cope with the demands placed upon it.

Having well maintained road surfaces with adequate skidding resistance helps to minimise traffic accidents and delays the need for structural maintenance thereby helping to reduce high maintenance costs.

The road network is the UK’s greatest infrastructure asset. It is worth an estimated £400 billion, therefore, its proper maintenance is essential not least because an efficient road network is fundamental to the UK’s economic performance.

The RSTA is the industry focus for the quality delivery of long-lasting, cost-effective, sustainable road maintenance solutions.

The RSTA undertakes to develop the road surfacing industry as a whole through collaboration and sharing of best practice amongst its wide ranging membership.

RSTA MEMBERSHIP

RSTA members include international, national and regional contracting companies, local authority direct labour organisations, material and equipment suppliers, test houses and consultants.

Where appropriate, RSTA members are registered with National Highway Sector Scheme 13 or Product Certification and Approved Installer Schemes. RSTA is recognised by the Highway Sector Scheme as being the only route through which member operatives and supervisors can obtain endorsed CSCS cards as demanded by National Highway Sector Scheme 13 (NHSS13).

For RSTA membership details and enquiries, contact the RSTA on 01902 824325 or email enquiries@rsta-uk.org

For a full listing of RSTA members visit our website at www.rsta-uk.org.

* Centre for Economics and Business Research
ROAD SURFACE TREATMENTS

There is a considerable range of surface treatments available, the use of which is determined by a number of variables such as road type, location and the volume and speed of traffic.

SURFACE DRESSING
Surface dressing is a long established and proven highway maintenance technique involving the even spray application of an emulsion bituminous binder. It is a purpose built spray tanker onto the existing road surface followed immediately by the even application of aggregate chipping to ‘dress’ the binder.

HIGH FRICTION SURFACING
Available as hot or cold applied system, high friction surfacing has a long history of proven use in saving lives by imparting the highest friction surfacing has a long history of proven use in saving lives by imparting the highest frictional characteristics. They can be used to restore the surface condition.

SLURRY MICRO-SURFACING
Consisting of binder and calcined bauxite, these thin, bituminous surface course materials are cold-applied, incorporating fillers. They can be used to restore the surface and binder course layers during the principal of this technique is to re-heat the damaged area on the surfac course to be installed. There are a range of systems available for treating reflective cracking in roads. These systems are based on special resins and polymers and are applied rapidly using special equipment. They extend the service life of roads showing visible signs of deterioration thereby delaying major maintenance spend.

RETEXTURING
Retexturing is described in the Design Manual for Roads and Bridges (DMMB) as the mechanical reworking of an existing surface to improve its functional characteristics and hence skid resistance.

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

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

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

RETEXTURING
Retexturing is described in the Design Manual for Roads and Bridges (DMMB) as the mechanical reworking of an existing surface to improve its functional characteristics and hence skid resistance.

By extending the life of existing surfaces the conservation of substantial quantities of replaceable high quality aggregate is ensured.

GEOSYNTHETICS AND STEEL MESHES
Geosynthetics and steel meshes are increasingly being used as a means of extending the life of existing or old road surfaces across Europe.

There is a range of systems available for treating reflective cracking in roads. These systems can be inserted underneath the surface and binder course layers during construction of the road to significantly delay the appearance of reflective cracking.

SPRAY INJECTION PATCHING
A rapid patching technique suitable for use on rural and urban roads using cold emulsion asphalt which is placed into the void depression in the road surface under high pressure. The void is first blasted with air to clean the surface and remove any debris, then the surface of the void is sprayed and coated with bitumen emulsion.

Finally the asphalt is sprayed into the void, self compacting from the bottom up.

THERMAL ROAD REPAIRS
The principal of this technique is to re-heat the damaged area on the surfac course using targeted heating then re-work the warm mobile asphalt material with a small addition of emulsion binder and aggregate as necessary, followed by compaction to make good the patch.

This proven and cost effective solution to road repair has been taken up by many councils throughout the UK who have found the technique to offer significant cost, performance and sustainability benefits.

Recovery and cementitious materials are used to stabilise a foundation layer (soil stabilisation) as part of new works prior to overlaying with sub-base and bound layers.

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

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

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

ASPHALT GROUTED MACADAM
These materials involve the laying of a semi-porous macadam which is gouged with a bituminous based liquid to provide improved ride quality, an impervious layer to protect the underlying substrate and a reinforced surface with added flexibility. Their designed use is on rural and residential carriageways with particular benefits when resurfacing concrete roads.

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

IRONWORK
The RSTA also has a group of members who publish Codes of Practice aimed at raising industry standards for the installation and refurbishment of ironwork.

Visit the RSTA website for further information on the range of road surface treatments.

RSTA-UK.ORG
SUSTAINABILITY
Road surface treatments provide a real sustainable alternative to structural maintenance and reconstruction.

CODES OF PRACTICE
In order to ensure greater consistency of delivery, improved guarantee of first time success and zero remedial costs, RSTA has developed a number of ADEPT endorsed codes of practice. One of our principal aims is to make best practice standard practice standard.

These codes make a significant contribution to the industry portfolio of guidance and technical knowledge on road surface treatments. It is imperative that clients, consultants and providers are all able to manage works from design to installation, in a consistent way and to a consistent standard. These RSTA Codes of Practice enable this to happen.

For further information on the available codes of practice visit: www.rsta-uk.org/publications

HEALTH AND SAFETY
Competence and safety on road projects is essential. Working on the road can be hazardous and the RSTA encourages good working practice that reduces risk to workers and drivers.

Through its training programme and management of the National Highway Sector Scheme 13, the RSTA promotes health and safety awareness and proficiency.

Overall, the RSTA seeks to develop Safety, Health and Environment (SHE) awareness and compliance through working with member organisations and other trade bodies to develop and share industry standards, guidance and best practice and to provide an industry recognised forum for continuous improvement.

RSTA ACTIVITIES
The RSTA offers a wide range of industry approved and supported training courses and seminars for operatives and managers at all levels covering core operational skills, codes of practice and health and safety.

TRAINING & CPD DEVELOPMENT WITH THE RSTA
An important objective of the RSTA is the continued improvement in the competence of the road surfacing industry’s workforce.

To facilitate this, RSTA provides full support and advice to members on all aspects of training and has developed a comprehensive training and assessment service to enable operatives, supervisors and managers to enhance their expertise in surface treatments and meet CPD requirements as well as obtaining NVQs and CSCS cards.

We also provide a route to obtaining a university-level Diploma. Our programme includes:

• Provision of training courses developed for junior engineers and technicians
• Provision of training for operatives, supervisors and managers leading to NVQ level 2, 3, 4 and 6
• CPD seminars for experienced engineers
• Pre-season workshops for workforce induction
• Bespoke in-house training courses

RSTA courses meet the requirements of the National Highway Sector Scheme 13, product assessment/certification schemes and RSTA/ ADEPT Codes of Practice as proof of continual professional development upon successful achievement of the RSTA Silver Certificate. The RSTA Silver certificate is the only recognised certificate of competency and a mandatory requirement National Highway Sector Scheme 13.

In addition to its practical training programme, RSTA offers advice and support on the availability of CITB training grants. Details of RSTA training courses and seminars can be found at www.rsta-uk.org/training.

10 REASONS TO JOIN THE RSTA
1. QUALIFICATIONS
Through our CITB Award registered Assessment Centre we provide a one stop shop to meet all your training needs including access to grant funding for NVQs and Short Duration Training leading to NVQ Level 3, 4 and 5 for operatives/supervisors and Level 6 NVQ for Managers.

We provide the only route for obtaining RSTA endorsed CSCS cards as required by Sector Scheme 13. We also provide a comprehensive NVQ assessment service at a discounted price for members.

2. CONTINUING PROFESSIONAL DEVELOPMENT
We provide a comprehensive training programme covering all major treatment types for managers/supervisors in need of Continuous Professional Development (CPD) and who need to obtain the RSTA Silver Certificate in accordance with the requirements of Sector Scheme 13. Members receive a 20% discount on all RSTA training courses. Through our links with the University of Derby and the IAT we can also offer a university-level Diploma in Road Surface Technology.

3. INDUSTRY RECOGNITION
RSTA members are the only accredited group to display the RSTA logo on their initiatives and company literature as a quality mark demonstrating industry best practice.

4. COMMUNITY WITH OVER 80 MEMBERS
We provide industry networking opportunities including the Annual RSTA Spring Conference attended by over 250 delegates, Autumn Industry Seminar and Industry Sector committee meetings.

5. REPRESENTATION ON STANDARDS COMMITTEE
The RSTA is actively engaged with all key industry stakeholders on the development of industry standards, specifications and guidance.

6. PUBLICATIONS
Industry editorial and advertising opportunities via RSTA ‘Renew’ magazine, published twice a year and circulated to 15,000 industry stakeholders.

7. EXCLUSIVE ONLINE MEMBERS AREA
Keep up to date with industry developments.

8. BEST PRACTICE AND TECHNICAL EXCELLENCE
The RSTA can provide members with expert witness reports to assist with dispute resolution.

9. AN INDUSTRY VOICE
The RSTA provides the only coherent industry voice that is recognised by government, highway authorities and other industry stakeholder groups on matters pertaining to road surface treatments.

10. MARKETING
The RSTA actively promotes the industry and members products and services through our website, App, videos, press editorials, social media, exhibitions, presentations and radio broadcasting.

There is a wide range of innovative surface treatments that can substantially extend the service life of roads by restoring skid resistance, filling potholes and sealing the pavement surface. Early intervention using these treatments can significantly reduce the need and frequency for structural reconstruction thereby saving highways authorities money.