renew

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FOCUSED ON MAINTAINING THE UK’S GREATEST ASSET

SMART SCANS TO DETECT EARLY SIGNS OF POTHOLES

New smart scanning technology used in the war on potholes

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Highways, ports and freight terminals, airfields, bridges, car parks and private developments – they all need durable, high quality asphalt surfaces.

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Welcome to the Spring edition of Renew magazine.

With the season rapidly approaching, reports of full order books, some authorities increasing their preventative maintenance programmes and the government recognising the need to spend more on roads the future looks bright for the road surface treatments sector so, looking ahead, what could possibly go wrong?

With a general election looming on 7th May we need to see whether the new government will honour the spending commitments promised under the outgoing coalition. History suggests this isn’t always the case and the next government may end up being an even wider coalition with more parties involved each wanting to influence how government spends its money.

Secondly on a more practical level many members are reporting a growing problem with diminishing availability of materials particularly chippings of the right quality for surface dressing and graded aggregates for slurry surfacings. The extended downturn caused many quarrying companies to downsize to remain viable in smaller markets. This reduction in supply capacity and importantly haulier availability will take some time to rebuild so material availability is likely to become an ever growing pressure point in the years ahead. The forecast growth in the asphalt surfacing market over the next few years will inadvertently place even more pressures on securing the necessary supply volumes of high psv aggregates for use in preventative maintenance. So those authorities who have plans to significantly increase expenditure on preventative maintenance in the years ahead should, through their supply chain partners, ensure material availability is aligned with their expectations to avoid disappointment.

On a related but slightly different topic we are about to commence the development of new Asset Management Guidance for the use of Road Surface Treatments. We will be looking to do this in association with other key industry stakeholder groups so watch this space for more news about this over the coming months.
BUDGET INFRASTRUCTURE PROPOSALS DO NOT JOIN-UP

In his recent Budget, Chancellor George Osborne committed to a package of support for a Northern Powerhouse, new housing zones throughout the country and improved rail links.

This infrastructure investment, although welcomed, is in danger of not reaching its potential if the road network that links them is congested and poorly maintained.

“The Chancellor’s proposals are ambitious yet they are not joined-up. To have pockets of high investment is of little use if the roads connecting them are crumbling away”, said Howard Robinson, RSTA Chief Executive.

He continued: 'After decades of under-investment, our potholed local road network has a black hole of £12 billion needed to bring it up to an acceptable standard. Local authorities are struggling with ever-reducing budgets and are unable to commit to the necessary level of road maintenance.

The Chancellor has focussed on the commitment to pay down the deficit. He has failed to recognise that the provision of a well-maintained road network is a prerequisite for a successful economy.'

The need for increased investment in road maintenance is underlined by new traffic forecasts from the Department for Transport. The ‘Road Traffic Forecasts 2015’ predict that levels of traffic will increase on motorways and major roads by up to 60% in 2040 compared with 2010 levels. For principal roads the increase from 2010 to 2040 could be as high as 51% and for minor roads the prediction is up to 54%. Car ownership is predicted to increase from 25 million in 2010 to 35 million in 2040, an increase of 42%.

Although the government is now making some attempt to address the situation the fact remains that £12 billion is necessary to bring the condition of local authority roads up to an acceptable standard. Local authorities in particular are facing severe budgetary pressures that mean they are unable to commit to the necessary investment for long-term road maintenance. Robinson said: “The condition of our local road network continues to be a major concern. The government’s own forecasted traffic increase should alert them to the need to invest more in road maintenance if congestion and potholes are not to remain the norm.”

LOCAL ROADS FACE HUGE REPAIR BACKLOG

A recent survey carried out by the Press Association found that some local highway authorities in England have thousands of potholes to repair and face a backlog costing up to £100 million.

The greatest backlogs were in Leeds with up to £100 million, Gloucestershire with £86 million, Oldham with £60 million, Rochdale with £58 million, and Islington in London with £79 million. Some Councils reported that they had thousands of known potholes to repair such as Plymouth with £3,200 and Northumberland with £6,600.

Recent severe winters and flooding together with on-going budget cuts have left many councils without the necessary resources to undertake necessary road maintenance. Indeed, Coalition spending cuts since 2010 have left 2,262 miles of local roads needing repairs. Data from the Department for Transport reveals spending on all road maintenance on local authority minor roads has dropped by 20% since 2010.

RENEW | SPRING 2015

SOUNDING THE ALARM

The negative impact of decades of under-investment in road maintenance has been confirmed by the latest Annual Local Authority Road Maintenance (ALARM) survey.

The survey found that despite additional government emergency pothole repair funding and a significant 33% increase in the number of potholes being repaired during 2014 there still remains a black hole of £12.16 billion required to bring the local road network up to an adequate standard.

Due to years of under-investment, local authorities are playing a never-ending catch-up game. They need the assurance of long-term funding so that they can undertake planned programmes of maintenance not expensive patch-and-mend. It costs only £2/m² to surface dress and maintain a road but costs an average £57/m² to repair potholes. A further cost of poorly maintained roads is compensation to drivers for vehicular damage caused by potholes. Last year the cost of road user compensation claims rose to £321.1 million. This is money that hard-pressed local authorities can ill afford.

The incoming government must recognise the social and economic benefits of a well-maintained road network and work with local authorities to develop and introduce long-term funding mechanisms that encourage programmes of planned maintenance.
News

Smart Scans to Detect Early Signs of Potholes

Researchers are developing smart scanning technology using existing cameras to detect the early signs of potholes and determine their severity.

The technology scans roads for ravelling – the loss of aggregates from the asphalt which leads to potholes and cracks. Combined with 2D and 3D scanners on a pavement monitoring vehicle, a computer vision algorithm can examine the road with accuracy at traffic speed during day or night.

The system works by detecting different textures of the road to identify ravelling and distinguishes it from shadows and blemishes such as tire marks, oil spills and recent pothole repairs.

The research team is being led by Dr Sentham Mathavan, a research fellow of the School of Architecture, Design and the Built Environment at Nottingham Trent University. Also involved are Dr Mujib Rahman of Brunel University, Martyn Stonecliffe-Jones of Dynatest UK Ltd, and Dr Khurram Kamal of the National University of Sciences and Technology in Pakistan.

During the research, the team found that the technology detected road surfaces correctly in all 900 images tested. It took approximately 0.65 seconds to 3D process the ravelling measurements, but it is believed that this could be reduced further. The researchers believe that this could be a significant step forward in the way that potholes are managed, helping improve the timeliness and efficiency of repairs.

Highways England

Plans to turn the Highways Agency into a government-owned company have been confirmed following Royal Assent being given to the Infrastructure Act.

The Act allows the creation of Highways England which will have access to long-term stable funding to deliver the government’s roads investment strategy worth £15 billion to deliver over 100 road schemes by the end of the next Parliament.

Pothole Damage Claims Reach £3.2 Million

UK motorists claimed £3.2 million compensation for pothole damage last year, according to a survey carried out by the RAC Foundation.

Almost 50,000 drivers made claims against councils across Great Britain for damage caused to their vehicles by potholes in the last financial year. The 200 (out of a total of 207) local highways authorities in England, Scotland and Wales who responded to Freedom of Information (FOI) requests by the RAC Foundation dealt with 48,664 compensation claims in the 2013/14 financial year.

Professor Stephen Glaister, director of the RAC Foundation, said: “These figures are likely to be the tip of the iceberg. Many drivers will be put off by the time involved in claiming against a council, and many councils do their best to deter claimants coming forward. But the fundamental problem lies not at the doors of our town halls but with central government. Despite occasional one-off grants related to periods of harsh weather, they are simply not giving councils enough money to keep their road networks up to scratch.”

Diary Dates

16 April 2015, The Belfry
RSTA Annual Conference
Working together for a better road network.

21 April 2015, Wolverhampton
Highway Maintenance Techniques
1 day seminar examining a full range of road surface treatments.

23 April 2015, Preston
High Friction Surfacing
1 day course examining the theory and practice of high friction surfacing.

Further information and registration: www.rsta-uk.org/calendar
Despite the recognition that roads are a fundamentally important national asset because of their significant social and economic benefits, the budgets for their effective maintenance continue to be under pressure.

It is here that continued development in bitumen emulsion technology can play an integral role in providing cost effective and sustainable road surface treatment solutions.

Bitumen from crude oil distillation is used to produce road emulsion which is a combination of bitumen and water stabilised by emulsifiers and other additives. Bitumen-based road surface treatments such as surface dressing, micro asphalts and slurry surfacing are proven low-cost maintenance solutions. Crucially, they underline the maxim ‘prevention is better than cure’ as they seal old road surfaces to reduce water, the main factor in freeze-thaw damage and allow fresh aggregate to renew skid resistance to polish surfacing.

The key to achieving this is the new bitumen emulsion binder film provided as part of the surface treatment. The impact of the scrubbing and polishing action of tyres and surface detritus combined with the impact of rain, freezing and the ageing effects of ultra violet light wears away the original binder film of the exposed pavement surface. Before a pavement’s structural integrity is compromised the application of an appropriate surface treatment can extend the serviceable life of the road. Thereafter the asset is then maintained beyond the original design expectations.

Bitumen emulsion offers a number of key benefits. A major advantage is that of energy efficiency. High viscosity bitumen may be used at low temperatures. Due to the low temperature of application and storage, the potential of heat degradation of the binder is reduced and the low temperature also minimises fuming hazards, fire risks and improves safety. Modern emulsions also have ‘built-in’ wetting and adhesion agents enabling road maintenance to be carried out in a timely manner.

Ongoing developments in bitumen emulsion technology underline these benefits and offer value engineered benefits. Recent binder developments such as polymer modified bond coats and controlled break emulsions support the use of surface dressings that can take higher traffic levels. Polymer modified bond coats promote long term adhesion at the road layer interface and enable the use of durable thin surface courses. The efficiency of the whole process is ensured by careful selection of all the constituents in the designs.

The Road Emulsion Association, as the UK focal point for bitumen emulsion, is fully engaged with all stakeholders to forward these developments. Modern bitumen emulsions can protect one of the nation’s most valuable assets giving sustainable asset management to keep future generations of the travelling public on the move.

ABOUT THE ROAD EMULSION ASSOCIATION
The Road Emulsion Association (REA) is a UK trade association representing manufacturing businesses that supply a wide range of bitumen emulsion products used in the highways, airfield and construction sectors. In particular, REA aims to:

- Promote the safe and responsible use of bitumen emulsions demonstrating the technical and sustainable benefits to the highway maintenance and construction industries.
- Represent UK bitumen emulsion product manufacturers at national and international levels
- Develop guidance on health and safety and best practice
- Represent the sector in the development of standards and test methods
- Form collaborative partnerships with government, academic and industry bodies
- Consider technical issues and disseminate information.

For further information on the Road Emulsion Association visit: www.rea.org.uk
Devolution rather than revolution is in the air. Howard Robinson, RSTA chief executive, examines what this could mean for road maintenance.

The main reason for devolution is simple. It is focused on cities and regions wanting to be ‘masters of their own destinies’. As such they believe that they could deliver services more efficiently and effectively as local government is closer, more responsive and more accountable to local residents and businesses and can so more readily direct resources to meet local needs.

For road maintenance a main devolution driver is financial certainty and control. Following the government’s 2010 Spending Review, the Department for Transport cut road maintenance budgets by £1.2 billion over four years from 2011 to 2015. Since then it has provided an additional £1.1 billion on nine separate occasions. Such separate funding allocation is inefficient as highway authorities have no certainty for long-term planning. Also inefficient and a drain on resources are the competitive bidding processes that local highway authorities have to go through in order to access the additional funding.

Devolution could see a step change in local taxation to provide funds for road maintenance. The Organisation for Economic Co-operation and Development calculates that on average 17% of the money that UK councils spend is raised through local taxes. The average across the rest of the OECD is 55% with the amount of local taxation controlled locally or regionally being 10 times greater in Canada, 7 times greater in Sweden and nearly 6 times more in Germany. Faced with this imbalance between local control and central government’s unpredictable largesse it is small wonder that local government would like the devolved power to raise local taxes for local services.

However, there is a potential problem. It could result in a patchwork of well-funded, well-maintained roads in one UK region that are linked to poorly funded, poorly maintained roads in another. That would not offer the transport connectivity considered essential for economic and social well-being. There is also the potential problem the local residents may not wish to be taxed for a service that not only they but also non-tax paying non-residents and non-local businesses benefit from.

For devolution to work there needs to be a high level of cooperation and collaboration between city and county councils. This in turn requires a new way of thinking that encourages long-term planning, innovative working practices, forward thinking asset management and the realisation of the economic benefits of group purchasing. For roads maintenance to a considerable extent this is already being achieved via the creation of a number of local highway authority alliances. These alliances are providing a template for local decision making, access to and allocation of resources. Their collaborative approach means that the potential problem of patchwork road standards should be avoided.

The calls for devolution will continue to grow as cities and counties no longer want to look to Whitehall for resources and permission as they gain the belief and confidence that local government is best placed to deliver local services. For road maintenance the shift to the type of regional alliances that could deliver devolved planning and delivery is becoming well established with proven cost and efficiency benefits.

However, before we venture down the road of full local control there is a caveat that once Whitehall has passed on the responsibility of not just maintaining roads but funding too it will not take it back if the local commitment and willingness to raise local taxes is found to be wanting.
GOVERNMENT REPORT CONFIRMS POTHOLE BLIGHT

A new report from the Department for Transport confirms the poor state of England’s roads – both national and local.

“Road Conditions in England 2014” found that motorists are reporting more potholes on motorways and instead of repairing them instantly as they appear, they are ‘saved-up’ and only repaired when whole stretches needs attention rather then being treated as individual defects. It also found that as many as one-in-eight London A roads needing maintenance last year did not have the necessary work done. Some London authorities reported that up to 20% of their main roads did not have the necessary maintenance carried out. Across the whole of England, the report notes: ‘For both types of trunk road network the proportion of networks that should be considered for maintenance increased between 2012/13 and 2013/14’.

Rural roads fared little better with 18% of unclassified roads being described as being in a ‘pretty dire state’.

In addition to an unacceptable level of potholes, the report also found that 5% of the trunk road network and 23% of the A road network needs further investigation to determine whether the level of skid resistance was acceptable.

ROAD IMPROVEMENT IN LEICESTERSHIRE

A move from reactive to proactive road maintenance has helped to reduce the number of potholes in Leicestershire. Over the last year, the number of potholes has reduced from 7,276 in 2012/13 to 5,471 in 2013/14.

This is due to tackling cracked patches of roads before they became potholes, better reactive maintenance such as sealing of joints around potholes, more patching in the spring and summer, a 60% increase in the amount of surface dressing being carried out and the use of new technology such as hotboxes which ensure the everyday availability of asphalt.

In addition, the average time taken to tackle category one potholes on main roads was reduced from 7.5 days to 3.1 days.

VOTERS CALL FOR POTHOLE PRIORITY

According to a survey carried out by the RAC Foundation, voters believe that potholes should be the number one transport priority for the next government.

Over 2,040 adults were asked to choose from a list of options that they regarded as the top three transport priorities for an incoming government. Over half (53%) stated that addressing the poor condition of roads and pavements should be the number one issue to address after the May general election. This was followed by the high cost of travelling by train and the cost of using a car.

The survey’s findings suggest that political parties would be wise to realise the public’s growing frustration with the condition of our road networks and potential political issue of potholes.
Highway maintenance competes for its share in the allocation of scarce funds and while government has indicated a significant increase in capital maintenance to 2021, the revenue pressures will continue to grow. Most, if not all, local authorities in the UK have a backlog of maintenance on their highway asset – this is due to the lack of funding made available historically over a considerable period of time and the failed approach of reactive maintenance, coupled with the effects of increasingly severe weather and growth in traffic weight and volumes. The idea of investing early to arrest the decline of the asset means that authorities are effectively buying off the backlog but at today’s prices.

The basic concept proposed in our report ‘Invest to Save’ is to secure funds via long term loans in order to ‘get on top of’ the backlog, arrest the decline and bring the condition of the asset to a state whereby it can be properly maintained on a preventative basis with a reduced future whole life cost. Investing early to save later is not a new concept – the idea of “a stitch in time saves nine” is well known and is very applicable to road maintenance. The benefits of early investment, from either front loading existing funding or obtaining additional funding, can be considerable in terms of reducing maintenance costs and reducing defects that can result in third party claims.

For example, Herefordshire Council could realise a £74.4m saving for an investment of £29.4m (including cost of borrowing) – a net benefit of £45m over 34 years. Blackpool Council could see a £100m saving for an investment of £48.4m (including cost of borrowing) – a net benefit of £51.6m over 25 years. Oldham Council could make a £31.2m saving for an investment of £15.2m (including the cost of borrowing) – a net benefit of £16m over 25 years.

The benefits of early investment ... can be considerable in terms of reducing maintenance costs and reducing defects that can result in third party claims.

There is another element to the saving though – the positive stimulation of the local authority by virtue of the focused investment. In addition to the explicit cost saving benefits detailed in the cases studies, there are indirect benefits that accrue which can be significant, but not easy to quantify. For invest to save to work there are a number of provisos. There must be buy-in from politicians and the public. Additional funding must be spent wisely using asset management whole life cost techniques. The network capacity to take a surge in investment must be considered. The lack of consistency amongst highway authorities must be addressed. A common approach to strategy development would result in greater repeatability and efficiency. Furthermore, the social and economic benefits of national and local road investment should have a clear calculating mechanism.

Address the above and the issue most commonly raised about greater early investment, i.e ‘we can’t afford to do it’, will be replaced by the counter intuitive response: ‘can we afford not to?’

Click here to download a copy of the ‘Invest to Save’ report.

ROAD SURFACE TREATMENTS AND THE BENEFITS OF ASSET MANAGEMENT

Paul Boss
Highway Asset Manager, Amey Consulting and Strategic Infrastructure

Applying the right treatment at the right time ensures the most efficient whole life cost of managing your highway network. In Staffordshire, only 10 years ago, as in the majority of highway authorities, structural maintenance of life expired highways was the primary method for chasing the improvement of the network and Road Condition Indicators. The problem was that many more surfaces fell into life expired each year than could be improved with structural maintenance.

Developing lifecycle planning at a network level determined the annual level of funding required to maintain the highway network. Unfortunately there is never enough funding to undertake the required level of maintenance required. However with a combination of additional funding to deal with the worst roads and robust ring-fencing of finance for preventative surface treatments, the condition of the network has consistently improved.

The reason is very simplistic, surface treatments are far cheaper and quicker than structural maintenance, 5-10 times the area of the network can be treated each year and the areas falling into the life expired condition are minimal as they are protected from serious deterioration for as long as practically possible. Even in times of severe austerity, the likes of which we have not seen in modern times, although the network may not always be able to be improved, by ensuring the parts that can be protected are treated, the resilience built in ensures a steady state can be achieved until finance becomes more plentiful.

Ask yourself, would you wait for your wooden windows to rot and keep replacing them or paint them to protect them every few years? Would you wait for your car to breakdown and pay expensive repair costs or have it serviced each year. Asset Management, the beneficial approach.
Surface dressing seals the road surface and provides waterproofing against water ingress into road pavements. This in turn helps to prevent pothole formation caused by winter freeze-thaw action. It is a long established highway maintenance technique that involves the even-spray application of an emulsion bituminous binder onto the exiting road surface followed immediately by an application of aggregate chippings to ‘dress’ the binder. Roads that have been surface dressed can have their average life expectancy increased by 10-15 years.

In addition, surface dressing improves road safety by restoring the necessary level of skid resistance and reducing surface spray. Surface dressing has a comparatively low carbon footprint, low cost and high productivity levels: from £1.50m² for routine single dressing with an installation rate of up to 20,000m² per day.

There are two main types of surface dressing systems; single binder application and double binder application. Single binder surface dressing is used for a wide range of situations including racked-in surface dressing where bitumen emulsion is sprayed at relatively high rates and dressed with larger chippings (typically 10mm in size) followed by smaller chippings (typically 6mm in size). This technique provides early stability and long-life durability. Double sprayed surface dressing consist of two spray applications and are usually used on roads subject to high stresses including bends and gradients. In addition, there is a technique called sandwich surface dressing which tends to be used on road surfaces that are binder rich. Here, a layer of chippings is spread onto the road surface followed by a single spray application of binder and then a further layer of chippings.

Surface dressing is all about preventative maintenance and stretching diminishing highway budgets. With road maintenance budgets under ever increasing pressure, local highway authorities are increasingly realising that prevention is a lot cheaper than expensive road repairs. Treat roads at the right time and their lifetime performance is increased significantly.

**EARLY LIFE OF NEWLY SURFACE DRESSED ROADS**

Surface dressing is currently the subject of various ill-informed e-petitions calling for its use to be banned.

Far from being dangerous, the use of surface dressing offers a proven and effective way to maintain the skid resistance and waterproofing of a road surface. Both are crucial for safe driving by removing the danger of polished road surfaces, reducing the problem of aquaplaning and preventing the ingress of water and the potential development of potholes. Furthermore, its application means that roads can be treated quickly and efficiently thereby reducing the need for lengthy road closures and subsequent congestion.

Following completion of surface dressing there is a need for temporary speed restrictions to remain in place for 2-3 days to prevent the chippings from being torn out of the new road surface before being properly embedded. It is here where those drivers and motorcyclists who fail to abide by the advised speed restrictions report problems of loose chippings. RSTA is working with the British Motorcyclists Federation to film a video aimed at explaining the need to follow speed limits and how surfaced dressed roads offer long-term skid resistance.

A suite of Codes of Practice for Surface Dressing are available for free download from: www.rsta-uk.org/publications

Details of training courses are available on: www.rsta-uk.org/calendar
Surface Dressing
Rory O’Connor of Tarstone Surfacing Ltd has been voted in as Chairman of the RSTA Surface Dressing Committee. Kevin Amos of Eurovia Specialist Treatments has been voted in as the Committee Vice-Chair. A major issue of concern for the Committee is the shortage of aggregate hauliers and the impact this is having on chipping availability particularly during the peak season.

Work of the Committee includes examining the Code of Practice sections dealing with surface preparation and updating the ‘binders’ chapter to ensure that the Code remains current following publication of the Emulsions Standard BS EN 13808 in December 2013. The Sector Scheme 13 document has been updated and is due to published by UKAS in Spring 2015.

A pan-industry group chaired by RSTA is updating Road Note 39 (design guide) with the aim of getting it reissued in time for the 2015 surface dressing season although this may prove to be overly ambitious!

High Friction Surfacing
Robert Gourlay of Eurovia has been appointed as Chairman of the High Friction Surfacing Committee. Mark Minett of WJ Products Ltd has been appointed as the Vice Chairman.

The BBA have conducted an in-depth study into the service life of high friction surfacing over a two year period. The results show that 95% of over 220 inspected sites show acceptable performance after 5-7 years.

A new RSTA video is under production to remind highway engineers why HFS is so important and unrivalled at reducing braking distances and saving lives. A series of RSTA events is planned for 2015/16 to promote HFS systems.

Specialist Treatments
Sonny Singh of Nu-phalt has been voted in as Chairman of the Specialist Treatments Committee. Alex Wright of Instarmac has been voted in as the new Vice Chairman. A series of lunchtime seminars are planned for Term Maintenance Contractors and a new CPD Crack and Joint Repair training course has been developed.

Geosynthetics & Steel Meshes
Tom Foster of Foster Contracting has been voted in as the new Chairman.

Slurry-Microsurfacing
The Code of Practice for Slurry-Microsurfacing has been updated and re-issued following a lengthy review process with ADEPT. The HD37 part of the Design Manual for Roads and Bridges will contain an updated chapter on slurry surfacing when published later this year. BS EN 12274 parts 1-6 Test Method Standards are progressing slowly through a 5 year CEN review and are expected to be published sometime next year.

Ironwork Installation and Maintenance Sub-Committee
RSTA has established a new Ironwork Installation and Maintenance Sub-Committee. Should you wish to join this new industry group please get in touch with the RSTA office.
RSTA NEWS

Review of 2014: A Year of Progress

As the focal point for the road surface treatments sector, RSTA has continued to make progress in areas of stakeholder engagement, best practice development, industry training provision and industry promotion.

In terms of stakeholder engagement, RSTA has strengthened its relationships with a full range of highway authority organisations including ADEPT, the Highways Agency, the Department for Transport, Transport Scotland and TAG as well as local authorities and industry organisations such as HMEP, PACT, BBA and HTMA.

During the year key presentations were given to the Midland Highway Alliance, SE7, the LJMU Annual Pavement Engineering Conference, National IAT Conference plus branches of the CIHT and ICE. The increased level of engagement with stakeholders is proving extremely useful in gaining support for RSTA’s call for greater investment in road maintenance.

A major issue for the road surface treatments sector is that of the availability of trained and competent staff. This issue has increased in importance during 2014.

In response, RSTA ran 21 different training courses last year that were attended by 425 delegates. Four new courses were developed with the CITB including geosynthetics and steel meshes, retexturing, patching and crack and joint repair systems. All CPD training courses are linked to Sector Scheme 13 and RSTA is able to access CITB grants to deliver training for operatives at NVQ level 2 and for supervisors at NVQ level 3. Other education and training initiatives included the launch of a new road surface technology diploma developed in partnership with the University of Derby and the Institute of Asphalt Technology.

Hand-in-hand with training is dissemination of best practice guidance. During 2014 major updates to the Surface Dressing Code of Practice and to the Slurry Surfacing Code of Practice were published. A new Code for Use of Geosynthetics and a new Guide for Asphalt Preservation Systems were also published.

The RSTA website was also completely re-designed and improved. During 2014 it attracted 23,000 visitors. A new RSTA mobile phone app was launched and RSTA further communicated via twitter, Linkedin and YouTube.

In order to raise awareness of the association and its work, 40 press releases were issued during last year and were covered in national, regional and industry newspapers and broadcast outlets. A total audience of 7.6 million readers/listeners was reached.

Looking ahead for 2015, the association plans to develop more training courses and to further develop the SUPs training offer. In addition, it will launch new videos on high friction surfacing and surface dressing.

Above all, RSTA will continue to work on behalf of its members to provide an industry focal point, to raise the issue of road maintenance investment, to forward good industry practice, and to engage with government, highway departments, industry and the public.

In 2014 our congratulations go to....

During 2014 a number of RSTA members stepped up to the mark.

The winners of the 2014 Health and Safety Awards included first prize for Workforce Involvement to Asphalt Reinforcement Services, first prize for Behavioural Safety was awarded to Bituchem Building Products whilst Stirling Lloyd/LMS Highways/Connect Plus were awarded first prize for the Innovation category.

The 2014 Long Service to Industry Award was given to Brian Gilbert of Jobling Purser.

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RSTA Membership

RSTA currently has 80 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 as appropriate or comply with the requirements of HAPAS Product Certification and Approved Installers Scheme or equivalent.
CONFERENCE
2016

MAKING BEST PRACTICE
STANDARD PRACTICE

7 April 2016
The Belfry

Full package includes:

Conference and lunch
Exhibition
Gala dinner and cabaret
Accommodation

Be part of the RSTA’s annual 4 Ball charity golf tournament on the Belfry’s world famous Brabazon course or try your hand at country pursuits.

LIMITED PLACES AVAILABLE - BOOK EARLY - 2015 EVENT A SELL OUT