Smarter surfacing for a sustainable network

Surface treatments designed to save you money, energy and time

- Retread carriageway and footway recycling processes
- Microsurfacing cold applied surfacing for carriageways
- Fibredec crack inhibiting and durable solutions
- Slurry treatments for footways and cycleways
- Heritage decorative surfacing
- High friction surfacing
- Pentack rejuvenation treatment
- Asphalt preservation treatment

www.colas.co.uk
According to the DfT, local roads account for 97.6% of all England’s roads, managed by 157 highway authorities comprising 183,000 miles with 113,000 miles Unclassified (61.7%) with an estimated replacement cost of £235Bn.

The local highway network and other local transport infrastructure assets represent the biggest capital asset that the UK public sector holds according to The Chartered Institute of Public Finance and Accountancy (CIPFA). According to DfT statistics the past 20 years has seen virtually no overall increase in the length of A, B and C roads and a small increase in U roads. Traffic levels of course continued to increase significantly over this period.

So how much is currently being invested in maintaining the local road network each year? According to a report published in 2015 by the DfT entitled “Road Conditions in England” the total spend on the local network is £3.3bn of which £1.6bn is spent on resurfacing and surface treatments. The rest is spent on everything else to do with road maintenance. So is it any wonder our local road network is deteriorating and struggling to cope with increased traffic levels when we are spending less than 1% each year of the replacement cost of an ageing road network.

What are other industry organisations saying? The Local Government Association noted that the Government is investing over 40 times more in maintaining the Strategic Road Network (SRN) i.e. £11m per mile which makes up 2.4% of total roads and only £27,000 per mile on local roads which makes up the remainder.

A Rees Jeffreys road fund study entitled ‘A major Road Network for England’ (2016) noted 89% of personal travel is by road and 86% of inland freight is by road. The Government is spending £70Bn on transport infrastructure up to 2021 including £15Bn on the SRN for which Highways England have a 5 year plan and targets for user satisfaction and network performance/ condition and they have a regulator (ORR). There is no equivalent plan for English highway authorities which manage the other 97.6% of the network.

Between 2000-09 France opened up 850 miles of new motorway, Germany opened 680 miles, Netherlands built 225 miles and UK opened just 46 miles. The World Economic Forum rank UK 27th in a League of Nations relating to the condition of the road network behind countries such as Namibia and Ecuador. DfT forecast traffic volume is set to grow by 12% up to 2025 and growing Traffic congestion is forecast to cost the economy £300bn between 2013-30.

Road investment is now reaching a critical stage for the local road network. Sadly although government know poorly maintained roads hinder economic growth and better roads means lower costs for business and more time saved for road users the necessary investment is still falling well short due to other spending needs. Traffic is increasing and roads are getting worse leading to more congestion and more potholes!
NEWS

AVERAGE SERVICE LIFE FOR HIGH FRICTION ROAD SURFACES INCREASED

Following a two year audit, the RSTA ADEPT guidance ‘Service Life of Road Surface Treatments for Asset Management Purposes’ has been updated to reflect the increased service life for high friction surfacing.

The service life guidance provides an agreed service life of a range of road surface treatments including surface dressing, slurry surfacing and high friction surfacing. It enables highway authorities to undertake proper asset management by providing a recognised baseline for lifecycle planning and asset valuation.

A key part of this is awareness of the expected durability and performance of road surfaces that have been correctly designed, specified and installed.

BBA undertook a comprehensive study of 220 high friction road surface sites and found the average service life for cold applied systems to be 12 years and for hot applied systems to be 8 years. Previously the average service life was reported as being 8 years and 4 years respectively.

The audit was the first of its kind in terms of scale and independence. It confirmed a much longer life than had been previously perceived.

‘Service Life of Road Surface Treatments for Asset Management Purposes’ maybe viewed and downloaded free of charge at www.rsta-uk.org/publications

COUNCILS FORCED TO CUT BACK ON HIGHWAY SPENDING

Driving in England is set to become more hazardous as roads are set to deteriorate further.

New government expenditure statistics report that councils’ funding for highways and transportation is to suffer from further budget cutbacks as councils struggle to balance the books.

The ‘Local Authority Revenue Expenditure and Financing: 2017-18 Budget, England’ produced by the Department of Communities and Local Government, show that spending by local authorities on highways and transportation is set to fall to £4.24 billion in 2017-18 compared with £4.4 billion in 2016-17. This is a drop of 3.7 per cent or £162 million. The reduction comes at a time where it is estimated that the local road network has a £12 billion pothole bill which could reach £14 billion by 2020.

Total revenue expenditure by all local authorities in England is budgeted to be £94.5 billion in 2017-18. This is an increase of 0.4% from £94.1 billion budgeted for 2016-17.

With continued budget restrictions local authorities are having to ‘rob Peter to pay Paul’ and are cutting back on highway expenditure in order to fund other council services. The local road network is the country’s most important infrastructure asset it should have a realistic level of investment that is ring-fenced for spending on highways maintenance. Highway budgets should not be dipped into to fund other council services.

THE MOST EXPENSIVE POTHOLE EVER?

A Freedom of Information request made by the Somerset County Gazette to Somerset County Council has revealed that the Council paid out over £1.8 million in compensation to a claimant due to damage caused by a pothole.

Details of the incident were not disclosed being described as “general damages to a third party.”

Overall, the Council paid out nearly £2.4 million in compensation to 31 claimants in the financial year 2016-17.

Department for Communities and Local Government

---

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue Expenditure</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-17</td>
<td>£4.4 billion</td>
<td></td>
</tr>
<tr>
<td>2017-18</td>
<td>£4.24 billion</td>
<td>-3.7%</td>
</tr>
</tbody>
</table>

---

Department of Communities and Local Government

---

Expenditure and Financing:

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue Expenditure</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-17</td>
<td>£94.1 billion</td>
<td></td>
</tr>
<tr>
<td>2017-18</td>
<td>£94.5 billion</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

---

Definitions

Expenditure and Financing:

- **Revenue Expenditure**
  - Local Government Finance
  - Local Authority Revenue
  - Budget
  - England

- **Financing**
  - Local Authority Revenue
  - Expenditure and Financing

---

Technical notes

- Expenditure and Financing:
  - Local Authority Revenue
  - Expenditure and Financing

---

Definitions

- Expenditure and Financing:
  - Local Authority Revenue
  - Expenditure and Financing

---

Statistical enquiries:

- Expenditure and Financing:
  - Local Authority Revenue
  - Expenditure and Financing

---

Date of next publication:

- Expenditure and Financing:
  - Local Authority Revenue
  - Expenditure and Financing

---

Subscribe

- Expenditure and Financing:
  - Local Authority Revenue
  - Expenditure and Financing

---

Responsible Statistician:

- Expenditure and Financing:
  - Local Authority Revenue
  - Expenditure and Financing

---

Contact us:

- Expenditure and Financing:
  - Local Authority Revenue
  - Expenditure and Financing

---

www.rsta-uk.org/publications

---

A Freedom of Information request made by the Somerset County Gazette to Somerset County Council has revealed that the Council paid out over £1.8 million in compensation to a claimant due to damage caused by a pothole.

Details of the incident were not disclosed being described as “general damages to a third party.”

Overall, the Council paid out nearly £2.4 million in compensation to 31 claimants in the financial year 2016-17.
NEWS

RECORD LEVELS OF TRAFFIC FORCED TO USE DETERIORATING ROAD NETWORK

New Department for Transport statistics underline the unprecedented demands being placed on the local road network.

According to the recently published ‘Provisional Road Traffic Estimates: Great Britain 2016 - 2017’, the total number of vehicle miles travelled grew to 325.1 billion, a 1.4% increase from June 2016 to June 2017. Traffic on ‘A’ roads and minor roads has increased to record levels. Traffic on rural ‘A’ roads increased by 2.1%, compared to 2015, to 94.5 billion vehicle miles. Traffic on minor rural roads increased by 2.1% to 46 billion vehicle miles. The level of traffic has increased every quarter for the last four years.

Despite this significant increase in traffic, the latest Local Authority Road Maintenance (ALARM), published by the Asphalt Industry Alliance, found that the overall local highway budgets for road maintenance have fallen by 16%, that to bring the road network to a reasonable standard would cost £11.8 billion and would take 14 years to complete.

Increase in pothole damage

The quality of the UK’s roads may be worsening according to data from the RAC’s Pothole Index which shows there has been a 31% increase in pothole-related faults attended by its patrols in the second quarter of 2017 compared to the same period last year.

Between April and June RAC patrols went to the rescue of 3,565 motorists whose vehicles had suffered broken suspension springs, damaged shock absorbers or distorted wheels – issues that could be largely attributable to poor road surfaces – in stark contrast to 2,725 similar breakdowns in the same three months of 2016.

What’s more, the most accurate reflection of the state of the country’s roads – the RAC Pothole Index, which is a 12-month rolling average of pothole-related breakdowns corrected to remove unrelated longer term effects of weather and improving vehicle reliability, also indicates a worsening picture after five successive quarters of improvement.

RAC chief engineer David Bizley said: “After a period of steady improvement, it is disappointing to see an unwelcome rise in the number of pothole-related breakdowns RAC patrols dealt with in the second three months of this year when compared to the same period in 2016. However, the volume of pothole tracker breakdowns attended in the first quarter of this year was particularly high and it is good news that there was a big drop in the number of such breakdowns between quarter one and quarter two, though we expect to see such a fall as we go from winter to spring.

“The most worrying aspect, however, is the fact that this year’s weather has been so much milder and drier than in the equivalent six months last year and, for this reason, we should have expected the numbers for the second quarter to be lower.”
NEWS

POTHOLES COULD SCUPPER SELF-DRIVING CAR DREAM

With the announcement that the first Level 4 self-driving cars are to be tested on Oxford’s streets next year and then on journeys to-and-from London in 2019 the futuristic vision of automated self-driving cars could be closer to reality than you think. However, the humble pothole could seriously knock that vision off-course.

Self-driving cars are no longer a futuristic idea. Companies like Mercedes, BMW, and Tesla have already released, or are soon to release, self-driving features that give the car some ability to drive itself. Tech companies are also trying to pioneer the self-driving car. Google has carried out tests of its driverless car prototype on roads in California.

Meanwhile, in the UK trials of self-driving cars have been undertaken in Bristol, Greenwich, Coventry and Milton Keynes and now the DRIVEN consortium, led by Oxbotica, has announced live trials of self-driving Level 4 cars on roads in Oxford and then along the Oxford-to-London corridor. Cars operating at Level 4 autonomy have the capability to drive themselves most of the time without any human input.

Proposed benefits of self-driving cars include increased safety and less accidents and improved usage of road space resulting in less congestion, reduced pollution and more efficient fuel consumption.

However, the utopia of self-driving autonomous cars all equally spaced-out on roads, the potential dangerous impact of human error removed, with the vehicle occupants relaxing as they are driven to their destination could be parked if the road network is not better maintained.

Road surfaces must be maintained in top condition for self-driving cars to properly function. The cars will have to be equipped to ‘read the road’ and make allowances for potholes, reduced skid resistance and poor road markings. They will have to replicate the instinctive human ability to almost simultaneously observe, analyse, decide and react. Furthermore, that ability must have the flexibility to adapt to every potential different road scenario.

Given the deteriorating condition of much of our road network the vision of fast self-driving autonomous cars will be a reality of slow-moving vehicle convoys forever in ‘proceed with caution’ safety mode. Rather than a smooth, quiet journey, when travelling on many of our roads the self-driving car’s alarm for approaching potholes would be beeping constantly.

The future vision the autonomous self-driving car is enticing but it must not overshadow the prosaic reality of a potholed, deteriorating road network that can barely cope with the traffic of today let alone that of tomorrow.

The cars will have to be equipped to ‘read the road’ and make allowances for potholes, reduced skid resistance and poor road markings.
UK potholes reach a depth four times deeper than Pacific Ocean

In 2016, a whopping 1,031,787 potholes were reported by drivers, new research from Confused.com has revealed.

Combined, the total number of potholes in the UK would reach a depth of 40km – almost four times deeper than the Pacific Ocean’s Mariana Trench (11,000m). The figures were obtained from local authorities around the country, who were also asked the minimum depth of a road defect to be considered a pothole, and the size of their yearly repair bill.

The UK’s pothole issue has not gone unnoticed by motorists. One in three has suffered damage to their vehicle as a result of poor road surfaces. The damage was overwhelmingly caused to drivers’ tyres (64%) and their suspension (42%).

And even though councils spent £104m on repairing potholes in 2016 – an average cost of £245 per pothole – 69% of drivers think they should do more to tackle the problem.

Responding to the research, Cllr Martin Tett, the Local Government Association’s Transport spokesman, said: “Councils are fixing 1.75 million potholes a year – one every 19 seconds, which breaks down to an average of more than 10,400 per local authority. This is despite significant funding cuts leaving them with less to spend on fixing our local roads. Councils share the frustration of motorists having to drive on roads that are often inadequate and are doing the best they can in challenging circumstances. But it would take more than a decade and £12 billion to tackle our current roads repair backlog.”

New Highway Asset Management Seminar

Department for Transport funding allocation requirements now call for local highway authorities to have fully developed and implemented asset management plans. The Road Surface Treatments Association (RSTA) is to hold a seminar explaining how asset management is an opportunity rather than a threat.

In particular, the seminar will examine the impacts of the new code of practice for local authorities ‘Well Managed Highways Infrastructure’ and how to meet the requirements of the Challenge Fund, Incentive Fund and Innovation Fund. In addition, the seminar will demonstrate how asset management techniques can result in a better informed supply chain and improved value management.

The seminar, ‘Asset Management’ will be held on 7th December 2017 at the Wolverhampton Technology Centre. It is free for RSTA members and £50 for non-members. For further information and registration visit: www.rsta-uk.org
Tower Bridge is an iconic symbol of London so when repairs to the lifting sections, walkways and approaches became necessary, only the best materials would do.

Bam Nuttall, the main contractor working for The City of London, employed O’Rourke Contracting plc to reconstruct the carriageway and walkways. O’Rourke sub-contracted the mastic asphalt work to Infallible Systems working with IKO PLC.

Tower Bridge was built over 120 years ago, with giant moveable roadways that lift up for passing ships. It is to this day considered an engineering marvel. The bridge was closed in September 2016 for three months while repairs were made. The high-profile job was completed a week ahead of schedule, allowing the bridge to re-open before Christmas.

John Chapman of Infallible gives further details: “We knew the schedule was achievable if the weather was reasonable, but unfortunately when we started on the main piers, we found the asphalt we had to remove was 160mm thick, much more than expected. We replaced it with a 10mm IKO waterproofing layer and IKO Permatrack Bridge Surfacing mastic asphalt to an average depth of 30mm. In total we broke out, cleared, and then reinstated 800 tonnes of material – all without having any lorries or machinery on the bridge due to weight restrictions!”

Infallible Systems has been an IKO customer since the specialist contractor was founded more than 30 years ago. John adds: “The product is excellent, the after-service is fantastic and IKO’s technical help with the initial spec is invaluable.”

IKO’s contribution to Tower Bridge has been shortlisted in the Mastic Asphalt/Hot Melt category in the NFRC Awards 2017, the MAC Awards, (with Infallible winning Contractor of the Year for work on the project) and most recently the Highways Award for Environmental Sustainability, as one of a number of projects using IKO Permatrack which have achieved CarbonZero™ status.

For more information visit: www.ikogroup.co.uk

SMART USE OF ORANGE

Highways England, Balfour Beatty, and Colas working in collaboration with WJ Products Ltd and their supply chain have enhanced the visibility of smart motorway Emergency Refuge Areas (ERA) by highlighting the whole area with a bright orange surfacing.

Smart motorways relieve congestion and improve journey times by making the hard shoulder available for use at busy periods or on some schemes it is permanently converted into a traffic lane, known as All Lane Running. Spaced emergency refuge areas (ERA) are provided every 1.6 miles on average and are clearly marked with blue signs featuring the orange SOS telephone symbol. The areas are being coated bright orange to enhance their visibility and so help drivers needing to find refuge in an emergency.

This safety upgrade, using QMS Type 1 HyperGrip™ system, has been delivered on the 13.4 mile smart motorway scheme M3 junction 2 to junction 4a in Hampshire and Surrey. Two orange emergency refuge areas were originally trialed and now all ERAs on the scheme will be so treated. It is planned to apply this coloured system on all ERAs throughout the scheme with other smart motorways.

For further information visit: www.wjlinklinegroup.com
WJ deliver road marking products and services nationally and regionally:
- High performance road markings
- Temporary markings
- Road studs
- Surface preparation
- Asphalt repair
- High friction & safety surfacing
- Specialist markings
- Hydroblast line removal & retexturing
- Average speed cameras
- Retro-reflectometer surveys
- Thermoplastic equipment

**Innovations in surface treatment**

*WeatherGrip Demarcation*
A cold applied coloured surfacing, based on 2 part solvent-free Methyl Methacrylate (MMA) technology. Bright, colour-fast skid and slip resistant demarcation for large and small highway and non-highway applications.

*Road Retexturing*
Hydroblast ultra high pressure water technology is highly effective for increasing texture depth or restoring skid resistance on stone mastic asphalt thin surfacing, hot rolled asphalt surface course, macadams and fatted up surface dressing.

*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.
NEWS

RSTA SEMINAR ADDRESSES HIGH FRICTION SURFACING PRECONCEPTIONS

A sell-out RSTA seminar on high friction surfacing suggests that local authorities are ready to have their preconceptions replaced with facts.

Opening the seminar, ‘Reducing skid related accidents using high friction surfacing: fact or fiction’, Howard Robinson, RSTA Chief Executive explained that high friction surfacing (HFS) has been used on UK roads since 1967 to reduce the occurrence of accidents caused by skidding under wet road conditions, particularly on approaches to roundabouts, junctions and crossings.

However, over recent years many authorities have decided to use less HFS and in some cases have stopped using it altogether in the belief they no longer require it on their network, relying instead on using high PSV asphalt. This trend has been driven largely by perceived poor durability and poor value. ‘At its peak some 4 million m² of HFS was installed per annum. Now, despite HFS reducing wet weather accidents by 57%, only 1 million m² is installed per annum’, said Robinson.

Robinson highlighted the economics of installing HFS by quoting a survey carried out by the London Accident Analysis Unit which found that 1,700 sites treated with HFS in one year at a cost of £3 million saved £24 million through accident prevention.

The ability of HFS to prevent accidents was also highlighted by Mark Stephenson, Head of Consultancy Services at WDM Limited, in his presentation, ‘Skidding Resistance: Evidence from HFS’. Stephenson reported that the value of HFS accident reduction is emphasised by the cost of each injury accident relating to poor road surface skid resistance is £76,000 (2015 prices). Stephenson questioned the decision of some councils to use high-polished stone value (PSV) asphalt as a cheaper alternative to HFS. He pointed out that, in fact high PSV asphalt is not an alternative as it does not offer the same high level of skid resistance over time as high friction surfacing.

This message was also the conclusion of Helen Viner from TRL in her presentation, ‘Review of skid resistance performance of high PSV asphalt surfacings.’ She explained that, unlike HFS, no high PSV asphalt is HAPAS certified and they have a lower skid resistance of variable performance that declines after 5 years. The ability of HFS to offer a service life beyond 5 years was highlighted by Steve Hunt, Sector Manager of Highways BBA. He forwarded: ‘A HFS service life greater than 5 years is a realistic expectation. Indeed a British Board of Agrément report found that the average service life of high friction surfacing is 12 years for cold applied systems and 8 years for hot applied systems’. Previously, it was thought to be 8 and 4 years.

No natural aggregate source can be relied upon to provide the consistent performance of High Friction Surfacing

Steve Betteridge
Materials Engineer for Lincolnshire County Council

The BBA audit has significantly increased the expected average service life for high friction surfacing. This proves the long-term cost effectiveness of using this surface treatment if it has been installed correctly. This is an important caveat.

Several speakers underlined the need for good industry practice. Steve Mc Gilchrist of WJ Products Ltd referred delegates to the RSTA ADEPT Code of Practice for High Friction Surfacing and to the BBA/HAPAS Guidelines Document for High Friction Surfacing as offering best industry practice advice for both types of HFS: cold applied (thermosetting) and hot applied (thermoplastic). Rob Gourlay, Chairman of the RSTA HFS Committee underlined the importance of the RSTA ADEPT high friction surfacing Code of Practice that aims to enable operatives to “maximise end performance through industry best practice by improving installation and performance and so restore client confidence in HFS”.

In addition to the industry best practice guidelines and CPD training course, RSTA has developed a ‘Service Life of Surface Treatments’ guide that establishes the service life of a range of road surface treatments including HFS to provide a nationally agreed baseline for durability. Having such an agreed baseline is invaluable for lifecycle planning and asset management. As part of asset management for HFS, Steve Isaacs of XAIS Asset Management advised that councils should produce a skid resistance policy that is aligned with the national guidelines set out in HD28/15. These include carrying out 3 year reviews that identify road sites requiring detailed investigation and then prioritising these sites for action and funding.

Steve Betteridge, Materials Engineer for Lincolnshire County Council, provided the view that resonated most with the seminar delegates. He provided the view of the local highway authority, HFS must be considered to approaches to junctions, traffic lights and crossings as well as for school safety zones. For such high risk areas, Betteridge explained that “no natural aggregate source can be relied upon to provide the consistent performance of HFS and that despite some loss of matrix over time HFS continues to provide good skid resistance particularly if best industry practice is followed.”

A British Board of Agrément report found that the average service life of high friction surfacing is 12 years for cold applied systems

Steve Hunt
Sector manager of Highways, BBA

High friction surfacing offers a wide range of benefits not least of which is saving lives and money. The seminar considered the preconceptions of local highway authorities by demonstrating that the issues of cost and durability have been addressed and that the best practice guidance and training necessary for consistent, high quality installation are readily available. It is hoped that addressing those preconceptions will see an increase in the use of a surface treatment that has a proven track record of reducing accidents and saving lives.
In January 2017, PTS was awarded TAB status by UKAS and has now been listed by the European Organisation of Technical Assessment (EOTA). EOTA is an organisation which uses the scientific and technological expertise of its members to develop and adopt European Assessment Documents (EADs). These are published if there is no existing EN standard to assess a product or process to.

The process involves a TAB undertaking a European Technical Assessment (ETA) and sharing the resulting EAD, via a portal, with other TABs, who can add their input and help share best practice. This is now the process of creating new specifications which supersedes the old British Standard method and hence eliminates barriers to trade across the European Union. It is believed that this process will continue after Brexit.

One benefit of achieving TAB status is that it gives PTS the correct level of competency, as stipulated in the Manual of Contract Documents for Highway Works Specification for Highway Works (MCHW SHW) Volume 1 Clause 104 sub clause 16 (i). The company is therefore able to offer Product Assessment (PA), HAPAS equivalent in accordance with SHW Volume 1 Clauses 104.15 and 104.16. Sub-clause 15 states that an alternative equivalent certification scheme to existing British Board of Agrément Certificates, Roads and Bridges Certificates, HAPAS certificates, CARES certificates can be used where the scheme has the attributes given in sub-clause 16 (a-i).

PTS has set up and operate PA, for which the Technical Supervisory Panel (TSP) has held its first meeting with a successful outcome. The TSP is made up of a cross section of participants from industry including representation from Highways England (HE), ADEPT, RSTA and many other leading organisations. Achieving TAB status has now qualified PTS to offer its equivalent PA to certify products that are within the range of materials found in SHW Series 0600, 0800, 0900 and 1000. PTS looks forward to working with clients who wish to use its assessment services to supply certified products to the highways industry.

For further information visit: www.ptsinternational.co.uk
The Government’s recent decision to share a proportion of the Roads Fund, to support local roads, has long been called for by the LGA. However, in order to make sure our roads are equipped to handle the increase in vehicles and forecast increase in traffic by up to 55 per cent by 2040, the Government needs to be more ambitious to support councils to keep traffic moving.

The vast majority of journeys start or end on a local road – the impact of almost 30 per cent more vehicles cannot be over-stated. Congestion, wear and tear of our roads, and air quality are all affected. With eight-and-a-half million more vehicles on our roads since 2000, it’s no wonder our local roads are facing a growing congestion crunch and it would now take £12 billion and a decade to clear the nation’s road repair backlog.

Cllr Martin Tett
Local Government Association spokesman

The Government needs to carry out a radical new strategy to provide a fully-funded plan for the growing number of vehicles on the nation’s roads – which has risen by 30 per cent since 2000. Mirroring the additional income from fuel and motoring taxes could see more than £400 million extra each year spent on improving local roads.

Nearly eight-and-a-half million more vehicles are now on the road, adding to congestion and road maintenance issues, such as potholes, wear-down of road markings, and increasing general wear and tear.

LGA analysis shows that if the Government matched the increase in fuel and motoring tax income generated in the last 10 years town halls would have an extra £418 million to spend on local roads. This would help to reduce congestion, improve air quality and contribute towards tackling the country’s £12 billion road repairs backlog.

With eight-and-a-half million more vehicles on our roads since 2000, it’s no wonder our local roads are facing a growing congestion crunch
UK manufacturing underpins economic growth with 82% of the public agreeing a strong manufacturing sector is essential for the UK’s future economic growth. The reasons for that support are understandable – it is well spread across the country and for local economies the sector links local to global – providing 44% of total UK exports; generates future sources of income – undertaking 70% of UK business R&D; and enables higher living standards – with average pay in the sector continuing to race ahead of the whole economy average.

More importantly manufacturers are ambitious about the future and increasing their productivity and so are the public, with 70% wanting the UK to be a top 5 manufacturing nation. Getting there from our current position of 8th will require a laser focus on improving the competitiveness of the UK as a place for manufacturing and local roads have an essential part to play in enabling that.

Manufacturers want local transport networks that make it easier to move goods and supplies both domestically and to international gateways and it enables and supports recruitment and retention by connecting people to jobs, reducing skills shortages across the sector.

For the local road network that means the provision of reliable, resilient and well maintained roads, with the initial priority of improving journey times and road conditions on local authority managed A-roads and major B-roads.

From a manufacturing point of view, there is still some way to go in their needs being a reality. EEF’s recently published Infrastructure Appraisal 2017 showed that across all infrastructure networks the perceived quality of provision for local roads (minor and primary) came bottom of the pack. Taking just primary roads, 38% of manufacturers say this network had become worse over the last two years, compared with just 11% who said it had become better. These primary roads carry just as much traffic as the motorway and strategic A-road network and are major corridors for the majority of manufacturers serving local and regional supply chains with intermediate products and components.

Some action has started to turn around problems on local roads, with the government announcing an extra £1bn from 2020 as part of the Roads Fund to provide investment for upgrades to primary roads, the continued uptake of local road asset management plans by local authorities and the creation of sub-national transport bodies to take a strategic approach to road upgrades.

But this is far from job done. Manufacturers stand ready to work with the road maintenance industry to make the case to local politicians about the importance of local roads in delivering prosperous and productive local economies.
Emulsis - Total Bitumen’s complete range of low temperature emulsions

Less heat, MORE savings

Total Firsts!

1981 - First to manufacture PMB road emulsions in the UK
1985 - Novalastic is launched, Total’s first premium grade PMB surface dressing emulsion for the UK
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
SECTOR UPDATE
NEWS FROM THE LATEST MEETINGS OF THE RSTA SECTOR COMMITTEES

Surface Dressing
Last RSTA committee meeting: 16 March, 2017

- The Code of Practice for Signing is being updated however this is taking longer than expected following recent changes to Chapter 8 Traffic Signs manual.
- The Code of Practice for Surface Dressing (2014) is also being updated and will be re-issued in time for next season.
- New Guidance on Safe Deliveries to Spray Tankers has been issued jointly by RSTA and The Road Emulsion Association and will be rolled out before next season.
- The European Standards for Surface Dressing are undergoing a 5 year review by CEN Committee TC227 WG2.
- British Standard PD6689 has been updated and is expected to be published by BSI in the next few months. This document advises authorities on the end performance requirements for surface dressings and slurry surfacings.
- BS1707 is being updated and expected to be published in 2018. This standard is better known as the static bench test which is used to calibrate spray tankers before the season starts to check they are working correctly.

Slurry Micro-surfacing
Last RSTA committee meeting: 16 March, 2017

- The Code of Practice is being updated and will be reissued prior to the new season.
- Six out of eight European Standards applicable to testing have been updated, completed CEN formal vote and are now expected to be published in 2018.

High Friction Surfacing
Last RSTA committee meeting: 26 Sept 2017

- A number of high profile seminars are taking place around the UK over the next few months to raise awareness and remind engineers of the importance of selecting the right surface treatment to reduce the risk of wet skid related accidents. The first seminar took place at Old Trafford Football stadium in September and was attended by over 70 delegates. A followup seminar took place in London in October. Further seminars are planned for 2018.
- The RSTA ADEPT Service Life document has been updated following a two year audit by the BBA which has confirmed High Friction Surfacing on average last 8 years for hot applied systems and 12 years for cold applied systems.
- The Code of Practice has been updated and reissued. All RSTA ADEPT Codes of Practice can be obtained free of charge from www.rsta-uk.org/publications.

Specialist Treatments
Last RSTA committee meeting: 3 April, 2017

- RSTA is working with Highways England to produce a series of new HD design guides for inclusion in the DMRB update covering: Retexturing techniques, Deep In-Situ Road Recycling and Asphalt Preservation Systems.
- A new British Standard for Spray Injection Patching is under development.
- The HAPAS Scheme for Crack Sealing Systems for Highways is under review by BBA Specialist Group 2 (SG2).

Geosynthetics & Steel Meshes
Last RSTA committee meeting: 13 Oct, 2017

- RSTA has been working closely with Highways England in developing a new design guide chapter for inclusion in HD31 as part of the DMRB (Design Manual for Roads and Bridges) update.
- A new specification clause 936 is under development and may get published next year.
- The Code of Practice is being updated for publication in 2018.
RSTA Membership

RSTA currently has 87 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.

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeenshire Council</td>
<td><a href="http://www.aberdeenshire.gov.uk">www.aberdeenshire.gov.uk</a></td>
</tr>
<tr>
<td>ABG</td>
<td><a href="http://www.abgltd.com">www.abgltd.com</a></td>
</tr>
<tr>
<td>ACMAR</td>
<td><a href="http://www.acmar.fr">www.acmar.fr</a></td>
</tr>
<tr>
<td>Adbruf</td>
<td><a href="http://www.adbruf.com">www.adbruf.com</a></td>
</tr>
<tr>
<td>Aggregate Industries UK</td>
<td><a href="http://www.aggregate.com">www.aggregate.com</a></td>
</tr>
<tr>
<td>AkzoNobel Chemicals</td>
<td><a href="http://www.akzonobel.com/surfactants">www.akzonobel.com/surfactants</a></td>
</tr>
<tr>
<td>Amey</td>
<td><a href="http://www.amey.co.uk">www.amey.co.uk</a></td>
</tr>
<tr>
<td>Archway Products</td>
<td><a href="http://www.archwayproducts.com">www.archwayproducts.com</a></td>
</tr>
<tr>
<td>Argyll &amp; Bute Council</td>
<td><a href="http://www.argyll-bute.gov.uk">www.argyll-bute.gov.uk</a></td>
</tr>
<tr>
<td>ASI Solutions</td>
<td><a href="http://www.asisolutions.co.uk">www.asisolutions.co.uk</a></td>
</tr>
<tr>
<td>Asphalt Grid Systems</td>
<td><a href="http://www.asphaltgridsystems.co.uk">www.asphaltgridsystems.co.uk</a></td>
</tr>
<tr>
<td>Asphalt Reinforcement Services</td>
<td><a href="http://www.asphaltreinforcementservices.co.uk">www.asphaltreinforcementservices.co.uk</a></td>
</tr>
<tr>
<td>Beksaert</td>
<td><a href="http://www.beksaert.com">www.beksaert.com</a></td>
</tr>
<tr>
<td>Bituchem Building Products</td>
<td><a href="http://www.bituchem.com">www.bituchem.com</a></td>
</tr>
<tr>
<td>Breeden Aggregates Scotland</td>
<td><a href="http://www.breedenaggregates.com">www.breedenaggregates.com</a></td>
</tr>
<tr>
<td>Ceredigion County Council</td>
<td><a href="http://www.ceredigion.gov.uk">www.ceredigion.gov.uk</a></td>
</tr>
<tr>
<td>Clee Hill Plant</td>
<td><a href="http://www.cleehill.co.uk">www.cleehill.co.uk</a></td>
</tr>
<tr>
<td>Colas</td>
<td><a href="http://www.colas.com">www.colas.com</a></td>
</tr>
<tr>
<td>Collier Quarrying and Recycling</td>
<td><a href="http://www.collierquarryingandrecycling.co.uk">www.collierquarryingandrecycling.co.uk</a></td>
</tr>
<tr>
<td>Concept</td>
<td><a href="http://www.concept.co.uk">www.concept.co.uk</a></td>
</tr>
<tr>
<td>DBI Services</td>
<td><a href="http://www.dbi.co.uk">www.dbi.co.uk</a></td>
</tr>
<tr>
<td>D.E. Plant</td>
<td><a href="http://www.deplant.co.uk">www.deplant.co.uk</a></td>
</tr>
<tr>
<td>Dumfries &amp; Galloway Council</td>
<td><a href="http://www.dumgal.gov.uk">www.dumgal.gov.uk</a></td>
</tr>
<tr>
<td>Durham County Council</td>
<td><a href="http://www.durham.gov.uk">www.durham.gov.uk</a></td>
</tr>
<tr>
<td>East Riding of Yorkshire Council</td>
<td><a href="http://www.eastriding.gov.uk">www.eastriding.gov.uk</a></td>
</tr>
<tr>
<td>EJ</td>
<td><a href="http://www.ejco.com">www.ejco.com</a></td>
</tr>
<tr>
<td>Ennis-Flint</td>
<td><a href="http://www.ennisflint.com">www.ennisflint.com</a></td>
</tr>
<tr>
<td>Eurovia Group</td>
<td><a href="http://www.eurovia.com">www.eurovia.com</a></td>
</tr>
<tr>
<td>F.M. Conway</td>
<td><a href="http://www.fmconway.co.uk">www.fmconway.co.uk</a></td>
</tr>
<tr>
<td>Findlay Irvine</td>
<td><a href="http://www.findlayvinem.com">www.findlayvinem.com</a></td>
</tr>
<tr>
<td>Foster Contracting</td>
<td><a href="http://www.fostercontracting.co.uk">www.fostercontracting.co.uk</a></td>
</tr>
<tr>
<td>GCP Allied Technologies</td>
<td><a href="http://www.gcplloyd.com">www.gcplloyd.com</a></td>
</tr>
<tr>
<td>Glendingin Highways</td>
<td><a href="http://www.glendinginhighways.com">www.glendinginhighways.com</a></td>
</tr>
<tr>
<td>Go Plant</td>
<td><a href="http://www.go-plant.co.uk">www.go-plant.co.uk</a></td>
</tr>
<tr>
<td>Hazell &amp; Jefferies</td>
<td><a href="http://www.hazellj.co.uk">www.hazellj.co.uk</a></td>
</tr>
<tr>
<td>Henry Williams &amp; Son [Roads]</td>
<td><a href="http://www.heinrich-williams.com">www.heinrich-williams.com</a></td>
</tr>
<tr>
<td>HiTex International</td>
<td><a href="http://www.hightexinternational.com">www.hightexinternational.com</a></td>
</tr>
<tr>
<td>Huesker</td>
<td><a href="http://www.huesker.com">www.huesker.com</a></td>
</tr>
<tr>
<td>IKO</td>
<td><a href="http://www.iko.com">www.iko.com</a></td>
</tr>
<tr>
<td>Instarmac</td>
<td><a href="http://www.instarmac.co.uk">www.instarmac.co.uk</a></td>
</tr>
<tr>
<td>JMS Lincoln</td>
<td><a href="http://www.jmslincoln.com">www.jmslincoln.com</a></td>
</tr>
<tr>
<td>Jobling Purser</td>
<td><a href="http://www.joblingpurser.com">www.joblingpurser.com</a></td>
</tr>
<tr>
<td>John McQuillan (Contracts)</td>
<td><a href="http://www.lagangroup.com">www.lagangroup.com</a></td>
</tr>
<tr>
<td>JFC</td>
<td><a href="http://www.jfcs.co.uk">www.jfcs.co.uk</a></td>
</tr>
<tr>
<td>Kiely Bros</td>
<td><a href="http://www.kielybros.co.uk">www.kielybros.co.uk</a></td>
</tr>
<tr>
<td>Kier Integrated Services</td>
<td><a href="http://www.kier.co.uk">www.kier.co.uk</a></td>
</tr>
<tr>
<td>Lancaster County Council</td>
<td><a href="http://www.lancashire.gov.uk">www.lancashire.gov.uk</a></td>
</tr>
<tr>
<td>Larsen Building Products</td>
<td><a href="http://www.larsenbuildingproducts.com">www.larsenbuildingproducts.com</a></td>
</tr>
<tr>
<td>Leicestershire Highways</td>
<td><a href="http://www.leic.gov.uk">www.leic.gov.uk</a></td>
</tr>
<tr>
<td>LKAB Minerals</td>
<td><a href="http://www.lkabminerals.com">www.lkabminerals.com</a></td>
</tr>
<tr>
<td>LMS Highways</td>
<td><a href="http://www.lmshighways.co.uk">www.lmshighways.co.uk</a></td>
</tr>
<tr>
<td>Maccaferri</td>
<td><a href="http://www.maccaferri.co.uk">www.maccaferri.co.uk</a></td>
</tr>
<tr>
<td>Miles Macadam</td>
<td><a href="http://www.milesmacadam.co.uk">www.milesmacadam.co.uk</a></td>
</tr>
<tr>
<td>Multihog UK Ltd</td>
<td><a href="http://www.multihog.co.uk">www.multihog.co.uk</a></td>
</tr>
<tr>
<td>National Road Planing</td>
<td><a href="http://www.nationalroadplaning.co.uk">www.nationalroadplaning.co.uk</a></td>
</tr>
<tr>
<td>Nayler Chemicals</td>
<td><a href="http://www.naylerchemicals.co.uk">www.naylerchemicals.co.uk</a></td>
</tr>
<tr>
<td>Northstone (NI)</td>
<td><a href="http://www.northstone-ni.com">www.northstone-ni.com</a></td>
</tr>
<tr>
<td>Northumberland County Council</td>
<td><a href="http://www.northumberland.gov.uk">www.northumberland.gov.uk</a></td>
</tr>
<tr>
<td>Nu-Phalt</td>
<td><a href="http://www.nu.phalt.com">www.nu.phalt.com</a></td>
</tr>
<tr>
<td>Nynas UK</td>
<td><a href="http://www.nynas.com">www.nynas.com</a></td>
</tr>
<tr>
<td>Pembroke County Council</td>
<td><a href="http://www.pembrokeshirecountytrust.co.uk">www.pembrokeshirecountytrust.co.uk</a></td>
</tr>
<tr>
<td>Power Plane</td>
<td><a href="http://www.powerplane.co.uk">www.powerplane.co.uk</a></td>
</tr>
<tr>
<td>PTS</td>
<td><a href="http://www.ptsignalsinternational.co.uk">www.ptsignalsinternational.co.uk</a></td>
</tr>
<tr>
<td>Quality Marking Services</td>
<td><a href="http://www.qualitymarking.co.uk">www.qualitymarking.co.uk</a></td>
</tr>
<tr>
<td>Recomac</td>
<td><a href="http://www.recomac.co.uk">www.recomac.co.uk</a></td>
</tr>
<tr>
<td>Road Maintenance Services</td>
<td><a href="http://www.rms-ltd.com">www.rms-ltd.com</a></td>
</tr>
<tr>
<td>Road Solutions</td>
<td><a href="http://www.roadsolutions.co.uk">www.roadsolutions.co.uk</a></td>
</tr>
<tr>
<td>Saint-Gobain PAM UK</td>
<td><a href="http://www.saint-gobain-pam.co.uk">www.saint-gobain-pam.co.uk</a></td>
</tr>
<tr>
<td>Schaefy Technic</td>
<td><a href="http://www.schaefytechnic.com">www.schaefytechnic.com</a></td>
</tr>
<tr>
<td>Scottish Borders Council</td>
<td><a href="http://www.scottishborders.gov.uk">www.scottishborders.gov.uk</a></td>
</tr>
<tr>
<td>Secmair/Breining</td>
<td><a href="http://www.secmair.fayat.com">www.secmair.fayat.com</a></td>
</tr>
<tr>
<td>South Gloucestershire Council</td>
<td><a href="http://www.southglos.gov.uk">www.southglos.gov.uk</a></td>
</tr>
<tr>
<td>South West Highways</td>
<td><a href="http://www.swhltd.co.uk">www.swhltd.co.uk</a></td>
</tr>
<tr>
<td>Spray Tanker Services</td>
<td><a href="http://www.spraytankerservicesltd.co.uk">www.spraytankerservicesltd.co.uk</a></td>
</tr>
<tr>
<td>Stabilised Pavements</td>
<td><a href="http://www.stabilisedpavements.co.uk">www.stabilisedpavements.co.uk</a></td>
</tr>
<tr>
<td>Star Uretech</td>
<td><a href="http://www.star-uretech.co.uk">www.star-uretech.co.uk</a></td>
</tr>
<tr>
<td>Tarmac</td>
<td><a href="http://www.tarmac.com">www.tarmac.com</a></td>
</tr>
<tr>
<td>Tarstone Surfacing</td>
<td><a href="http://www.tarstone.co.uk">www.tarstone.co.uk</a></td>
</tr>
<tr>
<td>Tayside Contracts</td>
<td><a href="http://www.taysidecontracts.co.uk">www.taysidecontracts.co.uk</a></td>
</tr>
<tr>
<td>Tencate Geosynthetics (UK)</td>
<td><a href="http://www.tencate.com">www.tencate.com</a></td>
</tr>
<tr>
<td>Tensar International</td>
<td><a href="http://www.tensar.co.uk">www.tensar.co.uk</a></td>
</tr>
<tr>
<td>Textureblast</td>
<td><a href="http://www.textureblast.co.uk">www.textureblast.co.uk</a></td>
</tr>
<tr>
<td>Total Bitumen UK</td>
<td><a href="http://www.total.co.uk">www.total.co.uk</a></td>
</tr>
<tr>
<td>Velocity UK</td>
<td><a href="http://www.velocitypatching.com">www.velocitypatching.com</a></td>
</tr>
<tr>
<td>Whitemountain Quarries</td>
<td><a href="http://www.wrekinproducts.com">www.wrekinproducts.com</a></td>
</tr>
<tr>
<td>W.J. Products</td>
<td><a href="http://www.wj.uk">www.wj.uk</a></td>
</tr>
<tr>
<td>Wrekin Products</td>
<td><a href="http://www.wrekinproducts.com">www.wrekinproducts.com</a></td>
</tr>
</tbody>
</table>