FOCUSED ON MAINTAINING THE UK’S GREATEST ASSET

POTHOLE FRUSTRATION

Years of underinvestment take their toll on drivers' patience

CYCLISTS BEWARE!

POTHOLES: THE VITAL STATISTICS

NATIONAL VS LOCAL ROAD FUNDING

VIEWS FROM INDUSTRY STAKEHOLDERS
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

Smarter surfacing for a sustainable network
Drivers are becoming increasingly frustrated with the continued deterioration of the local road network. In this issue, the AA reports that only 15% of drivers say that local roads are well-maintained. That means that the vast majority of 85% do not. Meanwhile, the funding for the local road networks looks set to reduce even further. HTMA reports that there is anecdotal evidence emerging from local government ahead of the start of the new financial year indicating that road maintenance budgets are likely to fall by an average 6% compared to the current year.

Further cuts in road maintenance budgets could see many roads reaching a tipping point and suffer an irreversible decline in road surface quality.

The dangers of poor road surfaces is underlined by the rise in the numbers of cyclists being killed or seriously injured by accidents caused by poor or defective road surfaces. The Government is making more money available but disproportionately for national rather than local roads.

Against the background of chronic government under funding, RSTA members continue to invest in product and process development. These provide project cost efficiencies and improved performance. Some of these projects are examined in this issue.

However, there is only so much that can be done without assured real investment in what is the country’s greatest infrastructure asset.

### RSTA TRAINING COURSES

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<td>APRIL</td>
<td>Slurry Microsurfacing Course</td>
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<td>MAY</td>
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The rise in the number of cyclists being injured by accidents caused by deteriorating road surfaces underlines calls for a national statutory standard definition of what comprises a pothole. Without such a standard, cash-strapped local authorities may move the goal posts in order to save money by not repairing smaller potholes.

New figures from the Department for Transport show that almost 50 cyclists a year are involved in incidents in which “poor or defective” roads were a factor. Lawyers acting on behalf of accident victims report that many councils only fixed potholes that were deeper than 4cm, despite the risk of accidents resulting from shallower defects. North Yorkshire County Council recently rejected a cyclist’s compensation claim following a pothole-related accident after producing documents showing that the road was inspected a week before and that “no defects” were found. Lawyers acting for the claimant reported that because the pothole was only 3cm deep the Council’s response was that it “did not consider the defect which caused your accident is dangerous”.

Although there is widespread adoption of the ‘Well Managed Highway Infrastructure’ (previously called Well-Maintained Highways) this only offers guidance as to best practice. It does not provide a national definition of potholes. As a result there are differing approaches throughout the UK.

In Gloucestershire, a road surface defect becomes a pothole if it is 4cm deep and 30cm wide. Neighbouring Worcestershire has the same depth criteria of 40mm but a smaller dimension of 20cm. In Bath, a smaller depth of 3cm is accepted as being a pothole. However, in Hounslow, London, a pothole will only be repaired urgently if it reaches a depth of 7.5cm. In Warwickshire, a pothole of up to 5cm is not considered to be hazardous and will only be repaired as part of routine maintenance six months after being reported. By contrast, Herefordshire County Council “aims to record and treat all potholes regardless of depth. The lack of a national pothole definition means that there is a postcode lottery of road repair as different local authorities take different approaches. There is no consistency. The rise in the number of cyclists being injured by accidents caused by deteriorating road surfaces underlines calls for a national statutory standard definition of what comprises a pothole. Without such a standard, cash-strapped local authorities may move the goal posts in order to save money by not repairing smaller potholes.

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New analysis by the LGA reveals the Government plans to spend £1.1 million per mile to maintain its strategic road network between 2015 and 2020. In comparison, it will provide councils with just £21,000 per mile for the local roads they maintain over the same period.

This is despite an increase in the number of cars travelling on local roads, average speeds falling and local roads making up 98 per cent of the country’s road network.

There are now 125 cars per mile on our roads compared to just 101 cars per mile in 2000.

Councils say this is ratcheting up the pressure on local transport, causing congestion and road maintenance issues such as potholes, wear-down of road markings, and increasing general wear and tear.

Council leaders want the Government to deliver a radical new strategy to provide a fully-funded plan for the growing number of vehicles on the nation’s roads. This should include reinvesting 2 pence per litre of existing fuel duty into local road maintenance, which would generate £1 billion a year for councils to spend on improving roads and filling potholes.

Cllr Martin Tett, the LGA’s Transport spokesman, said: “It is wrong that funding for local roads is miles behind that of the strategic road network. Very few journeys begin and end on a motorway or trunk road. Spending 52 times more on improving our national roads will only serve to speed vehicles up between increased delays and congestion on local roads.

Only long-term and consistent investment in local road maintenance can allow councils to embark on the widespread improvement of our roads that is desperately needed, to the benefit of motorists and cyclists up and down the country.”
Investment in major ‘A’ roads welcomed, but what about the rest of the local road network?

Government proposals to invest in a Major Roads Network could see £100 million new funding for key local ‘A’ roads. However, the rest of the local network must not be left to deteriorate still further.

Under the proposals 5,000 miles of ‘A’ road will be eligible for new funding from the National Roads Fund for upgrades and improvements.

Road projects will be developed by local councils and, where possible, sub-national transport bodies - a regional body which influences funding decisions such as Transport for the North. This is to ensure that they will be designed by local areas to deliver the best solutions for their roads.

From 2020 the National Roads Fund will be paid for by Vehicle Excise Duty, which raised about £6 billion last year. Consultation on the proposals will close on 19th March 2018.

Whilst the proposals to increase investment in a network of major ‘A’ roads are to be welcomed what happens to the roads that connect these?

Are those ‘A’ roads that are not part of the proposed network and the ‘B’ roads that connect these to be left to deteriorate still further?

POTHOLES
THE VITAL STATISTICS

RSTA has published a new and updated compendium of facts and figures behind the UK’s deteriorating local road network together with a range of recommendations to address the issue.

Howard Robinson, RSTA chief executive said: “Potholes: The Vital Statistics’ is a sad indictment of the failure by successive governments to properly invest in a well-maintained local road network.”

The 2017 statistics are pulled from a wide range of government and industry sources and they underline the result of decades of under-investment in maintaining the UK’s most important infrastructure asset.

According to the 2017 Annual Local Authority Road Maintenance Survey it would cost £12.6 billion and take 14 years to fix the current backlog of pothole repairs. This cost has increased from £11.8 billion.

Lack of funding has forced one in five local authorities in England to cut their overall highways and transport budgets. More than half have cut spending on road maintenance by an average fall of £900,000.

Meanwhile, as the local road network deteriorates, it is expected to carry more and more traffic. Department for Transport statistics show that traffic is at a record high with 325.1 billion vehicle miles travelled in 2017 - an increase of 1.4% over 2016. The local road network showed the largest increase. ‘A’ road traffic increased by 1.1%, minor roads were up by 2.1%, motorway traffic increased by 0.9%.

INSURERS CONFUSED.COM have demonstrated the depth of the pothole problem and calculated that when combined the total depth of UK potholes 2017 was 40km. That is almost 4 times deeper than the Pacific Ocean’s Mariana Trench which measures 11,000m.

The RSTA is calling for a number of actions to address the issue of deteriorating local roads. These include:

• Inject an additional £1 billion into road maintenance by investing just 2p a litre from the existing fuel duty.
• Ring-fence local highway budgets. Starved of funding, by 2020 local councils will spend 60p in every £1 raised by council tax on social care leaving less to fund essential road maintenance.
• Above all, no more lip service from national government. There needs to be a real understanding of the essential role that the local road network plays in the national social and economic well-being of the country coupled with real meaningful action.

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

New RSTA appointment

Nigel Haycock has been appointed as Head of Training & Assessment for the Road Surface Treatments Association (RSTA). He is a fully qualified and highly experienced trainer/assessor and also IQA.

Nigel previously worked for Kier and for Telford College teaching and assessing apprentices in Construction Operations and Highways Maintenance and prior to that worked for Stafford Borough Council for a number of years as a supervisor dealing with labour, materials, plant and contracts.

On his appointment, Nigel said: “Training and improving competence levels are important issues and I am looking forward to helping RSTA deliver its impressive industry training programme”.

Nigel Haycock
Drivers should be charged for using the UK’s road network based on their individual circumstances and when they are using the roads, according to a new report from the Association for Consultancy and Engineering (ACE).

‘Funding Roads for the Future’ calls on the government to introduce dynamic road user pricing which takes into account a driver’s journey (motorways or country lanes), the time of day, congestion on the network, and even their financial situation - i.e. whether they’re a student, pensioner or unemployed.

Currently, motorists pay fuel and vehicle taxes and the funds raised are invested in roads but ACE says that this model is failing in the face of new technology and changing social trends, such as zero-emission vehicles, ride sharing and increased urbanisation.

ACE wants to see short-term reforms to the existing road taxation system, pushing it towards the longer-term aim of dynamic road user pricing.

The report recommends:
• Development of a new overall National Roads Strategy outlining a co-ordinated approach beyond the national network, including introducing a Local Roads Fund to amalgamate and ring-fence funding for local roads;
• Examination of short-term reforms to widen the scope of Vehicle Excise Duty to include zero emission vehicles, therefore securing revenue for the National Roads Fund;
• Reform of the existing HGV road user levy, using it as a pilot for the broader introduction of dynamic road user-charging across the network;
• Establishment of a Local Infrastructure Tariff allowing councils to develop a sustainable revenue stream for local road infrastructure investment;
• Increased private investment in England’s road network.

Ironworks whole-life costs reduced

Collaboration between Saint-Gobain PAM, Kent County Council Highways, Transportation & Waste and Amey contractors has solved a problem of failing and noisy access covers on a heavily trafficked carriageway, which serves as part of a dedicated Fastrack bus route.

John Reynolds, highways engineer for Kent County Council Highways, Transportation & Waste, explained: “We were having continual issues with access covers failing particularly where there was heavy loading and turning in one location. I decided to approach Saint-Gobain PAM so that we could trial a new solution. They suggested both a new access cover which incorporates an elastomer gasket to help absorb pressure from traffic travelling over it and addressing the actual installation of product.

We decided to trial their solution at the location where we had the most issues with a failing installation. It has now been in situ for 18 months and we have had no complaints in that time from residents. As a result of this collaboration we now replace any failed access cover with the Saint-Gobain PAM Pamrex cover on our A and B roads, or those carriageways which have particular issues and insist that we only use Amey trained contractors for its installation. To date there have been no failures on the 30 plus new covers that we have since installed on our roads.”

Saint-Gobain PAM estimate that the council will have a total cost of ownership saving of almost 60 percent over five years using the solution when compared to the previous installations.
NEW SPRAY INJECTION SERVICE LAUNCHED

Eurovia Specialist Treatment (EST) has launched a new Spray Injection Patching (SIP) service to clients looking for alternative low-cost solutions to large-scale pothole problems.

SIP is a cost-effective method of prolonging the life of a road with medium to severe deterioration, by sealing the surface to prevent further water ingress, the leading cause of potholes and surface defects.

SIP not only eliminates the surface defect, but also minimises further damage by allowing clients time to identify further potential treatment options.

Multiple companies within the Eurovia Group UK and Ringway have been using this method, including term maintenance contracts in Worcestershire, Hertfordshire and Essex. SIP can be used as a solution to pothole repairs, but also as a permanent repair for pre-surface treatments as an alternative to large, heavy, expensive machine patching.

With an ever-increasing demand for fast and reliable solutions, EST is investing in SIP to help clients maximise value for money. EST provides a site survey for every location with thorough record keeping for quality assurance at competitive prices.

Robert Gourlay, operations manager for EST said: "EST has undertaken Spray Injection Patching for both planned works and also for ‘find and fix’ works in rural and urban environments. We have been able to help clients make significant savings in comparison to traditional repairs. Our specialist, site-specific surveys ensure we perform the repairs only on suitable locations and can deliver a robust programme of works to a high standard."

POWYS INVESTS IN ROADMASTERS

Powys County Council has invested £425,000 in two new Archway Roadmaster spray injection patching machines, which it hopes will tackle several times the number of road defects compared to traditional patching methods.

Cllr Liam Fitzpatrick, Cabinet Member for Highways, said: "Our highways teams work very hard all year round trying to keep our roads in good condition but we are always looking at how we can make our highways operations as efficient as possible.

"These new machines will help us repair our roads cheaper, quicker and safer than the traditional patching methods we have used in the past. Another benefit is that only one person is needed to operate the patching machine.

"There is also zero material wastage when these machines are being operated so not only will this help us keep operation costs to a minimum, it is also more environmentally friendly."
Of 112 UK local authorities participating in the annual National Highways & Transport Survey (NHT) Public Satisfaction Survey, Sheffield has made the biggest overall improvement in satisfaction levels over 10 years and, thanks to Streets Ahead, satisfaction with the condition of Sheffield's roads has doubled since 2010.

Streets Ahead is a city-wide highways maintenance contract between the council and Amey to upgrade Sheffield's roads, pavements, street lights, bridges and other items over a 25-year period.

The NHT Public Satisfaction Survey helps councils improve performance by sharing best practice and collecting the public’s views on, and satisfaction with, Highway and Transport Services in local authority areas every year. The 2017 results for Sheffield showed that the city scored better than the national average for the condition of pavements and footpaths, street lighting and highway maintenance all of which are managed by the Council, under the Streets Ahead contract.

Of particular interest is the improved satisfaction rate in the area of the condition of the city’s roads, which show continuous improvement since the beginning of the Streets Ahead contract in 2012.

Condition of highways saw Sheffield scoring 12% higher than the UK national average. In the area of ‘Street Lighting’, the satisfaction levels were the second highest recorded of all the authorities that took part.

Councillor for the Environment and Street Scene at Sheffield City Council, Bryan Lodge said: "The National Highways and Transportation Survey results for 2017 show the positive effect our Streets Ahead programme is having across the city. Overall, Sheffield is scoring higher than the national average on many of the areas outlined in the survey, highlighting that those in Sheffield who completed the survey were all increasingly satisfied with the condition and maintenance of the city’s roads and pavements.

It’s great to see that people in Sheffield are acknowledging the progress we have made in bringing our highway network up to standard through the Streets Ahead contract and we hope that, as more works are completed, satisfaction levels will continue to rise.”

Amey’s business director for the Streets Ahead programme, Robert Allen, said: “The survey results are a testament to the hard work of the whole Streets Ahead team, including our supply chain staff, who, over the last five years, have turned out in all weathers to improve and maintain the roads in Sheffield. People’s satisfaction went up the most, particularly when questioned on the condition of road surfaces and the provision of street lighting – both of which are key elements of the Streets Ahead programme.”

To date, the Streets Ahead team has resurfaced over 1,450 miles of pavement, replaced 3,208 drainage gullies, installed over 64,604 new LED streetlights, responded to 76,121 requests for street cleaning, resurfaced over 693 miles of road, repaired over 145,703 potholes and made improvements to over 1,035 bridges and structures across Sheffield.

People in Sheffield are happier with the city’s roads and transport than they have been for a decade, a leading national survey suggests.

**SHEFFIELD SATISFACTION**
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.

www.wj.uk
Innovative Concrete Replacement in Urban and Residential Roads

For some time, a group of concrete urban and residential streets in Kent County Council’s area have proven to be a maintenance headache for the local authority and their main contractor Eurovia.

Due to the condition of the underlying surface, spot repairs have proven to be ineffective, costly and short-term with bad weather and heavy vehicle damage quickly causing more problems to repaired areas.

So it was with great interest to Eurovia when one of their engineer’s received a video of LMS Civil Solutions’ concrete bay replacement process. Despite being normally used on motorways and major routes, it was determined that it could be adapted for an urban setting to provide a long-term solution to KCC’s problems.

Of particular interest was the ability of LMS Civil Solutions and LMS Highway’s portfolio to combine and offer a ‘kerb-to-kerb’ solution that covered other specialities within the scheme such as joint repairs, manhole and gully repairs and refurbishments and road marking reinstatement.

The work commenced in late October 2017 with one of the key testing sites, Cranborne Avenue, a residential street in Maidstone which connects directly with the busy A229.

Challenges included the heavily residential nature of the street and the limited space due the narrow roads and paths. Despite these challenges, the LMS Civil Solutions team were able to work quickly within short-term partial closures, allowing residents much-needed access to their street, thanks to the speedy removal of the existing damaged surface.

A vacuum-lift system was used to remove larger sections as one complete piece, lifting them straight onto a disposal truck. Smaller sections were removed using a grab and then, just like the motorway version of the process, the team immediately prepared the emptied area for the concrete pour. A waterproof membrane and reinforcing rebar was added and connecting dowel holes drilled.

The concrete formula was chosen to specifically suit the urban environment. LMS Civil Solutions worked closely with Cemex to ensure a concrete product was used that provided the maximum combination of value for money and longevity. Up to 35 linear metres full width can be replaced within a single day with trafficking possible after just 24 hours and the new surface benefits from an expected service life of 25 years.

Eurovia and Kent County Council were very pleased with the results and are evaluating the solution for several other sites in the area. Council engineers visited Cranborne Avenue during the works and were particularly impressed with the speed of removal due to the vacuum plate system. “We were very impressed with the work at Cranborne Avenue. Not only was the work completed efficiently, on-time and on-budget but noise was kept to a minimum. Of particular value was that LMS were able to cope with all the requirements on site and to provide a single point of accountability,” commented Dave Gibbins, Contracts Manager for Eurovia.

The experience of working in the residential environment and the nature of the underlying conditions gave Paul Burton who heads up the LMS Civil Solutions team, much food for thought. He remarked: “The specific experience of this site has given us ideas of ways we could further improve the removal process and make it even more efficient. Consequently, we’re testing a brand-new bucket which will be a UK-exclusive for LMS Civil Solutions. This will enable us to remove a mixture of solid and broken concrete without the need to continuously change buckets.”

To find out more visit: www.lmscivilsolutions.co.uk
SERVICES CURRENTLY DELIVERED IN MOST AREA'S EITHER AS TIER 1 OR TIER 2 SUPPLIER

ROAD MARKINGS, including - NHSS7
• Hot thermoplastic
• Preformed thermoplastic
• Cold plastic - methylmethacrylate (MMA)
• Solvent-based plastic and water based plastic
• Temporary road markings
• Road marking removal
• Road studs (permanent and temporary)

AMAC - ADVANCED MOBILE ASSET COLLECTION, to survey
• Road markings
• Symbols
• Studs
• Road signs

FENCING AND BARRIER FOR ENVIRONMENT - NHSS 2A/2C
• Temporary
• Permanent

LANDSCAPING AND ECOLOGY - NHSS18
• Vegetation management
• Arboriculture
• Landscape Construction
• Decorative surfacing
• Grounds maintenance
• Woodland management
• Environment surveys
• Watercourse and waterbody management
• Site clearance

OTHER SERVICES OFFERED BY DBi SERVICES
• Crack sealing
• Bridge joints
• High Friction Surfacing
• Accident reduction systems

www.dbiservices.co.uk
Anecdotal evidence emerging from local government ahead of the start of the next financial year indicates that road maintenance budgets are likely to be on average 6% less than the current year, before inflation.

Even with the relaxation by Government of the amount Council Tax is allowed to rise, pressure on councils to find more money for social care means the sums available for local road maintenance are likely to be significantly reduced.

These further cuts to highways maintenance and the consequent further decline in the condition of local highways, risks a tipping point for some local roads networks and potentially an irreversible decline in the surface quality.

Increased investment in highways maintenance is the key to unlocking productivity nationwide.

The knock-on negative economic impact could damage employment prospects leading to a hit on local tax revenues, exacerbating local funding for other services including social care. It will also bring with it, a real risk of a countryside divide between the highways haves and have nots.

Sums for the Strategic Road Network (SRN) from central government and the new Major Roads Network (MRN) from Vehicle Excise Duty are secure in the medium term. HTMA has welcomed Highways England’s RIS2 post 2020 investment plans, although we do need to see a clear maintenance strategy and supporting funding identified as an integral part of the strategy. In this we are supported by the customer watchdog, Transport Focus, which is also urging that there is sufficient revenue for road maintenance to meet the demands of road users who have said that improved surfaces should be a number one priority.

Within the highways arena, as in many other public expenditure areas, there is an emerging clash between public expectations and funding availability. According to the 2017 National Highways and Transport Network Survey, road users identify road condition as their biggest source of dissatisfaction and the area they see as the priority for investment. However, without the same security of funding as the SRN and the proposed MRN, plus the redirection of investment into other transport modes, future is one of high quality SRN and MRN routes fed by declining quality local roads.

A scenario where local road networks fail will have significant economic impacts for many areas, especially those outside of the city regions with potentially significant economic impacts for industry and jobs in these areas.

There is a clear need for greater co-ordination of maintenance investment across the country, with coherent and linked investment in maintenance at all levels. Otherwise we will create a disjointed, economically inefficient and ineffective roads network that will fail to meet the needs of a post-Brexit economy.

Further cuts to highways maintenance and the consequent further decline in the condition of local highways, risks a tipping point for some local roads networks and potentially an irreversible decline in surface quality.

Increased investment in highways maintenance is the key to unlocking productivity nationwide. If the country’s economy is to remain robust through and beyond Brexit then our road infrastructure is going to be critical to its success.

Investment needs to be made now to ensure all our roads meet a decent standard.
Unsurprisingly the AA postbag is filled with drivers bemoaning the state of Britain’s roads.

Drive anywhere and it won’t be too long until you see a pothole. There seem to be more potholes than before and drivers are growing increasingly frustrated at the sight of them.

But with years of underinvestment in the road network, should we be surprised?

Long before the recession, councils took the opportunity to channel funds that could have been spent on resurfacing roads on other projects. Following the economic crash, central government grants have been few and far between, councils’ budgets are stretched thin and roads investment is way down the list of priorities.

Roads are absolutely essential in bringing benefits to local areas. Aside from the obvious safety benefits for vulnerable road users like cyclists and motorcyclists, fixing roads is part of the solution in the quest for improving air quality. Allowing traffic to flow freely means less braking and swerving to avoid potholes.

On top of that, local economies would benefit from more consistent traffic flows. Businesses can be more efficient in their planning of deliveries and potential customers are more likely to visit if there is less congestion.

And if councils just wish to look at residents’ feedback, only 15% of drivers say local roads are maintained to a high standard, whereas two thirds (66%) say motorways are well maintained.

Such is the level of investment needed, the 2017 AIA Alarm survey said that local roads in England are resurfaced on average once every 87 years – truly a once in a lifetime experience. So with a £12 billion black hole to fill, how do we solve the problem?

Seven out of ten (70%) drivers say that Government should increase the amount spent on local roads maintenance without raising taxes. Potentially a tricky position,

given that from 2020/21 all Vehicle Excise Duty (VED) revenue is to be spent on the Strategic and Major Roads Network.

But it could be achieved – with the pump price of fuel ever rising, the Treasury is receiving a Fuel Duty windfall even with the continued freeze in Duty. Government could continue the freeze, siphon off two pence per litre and create a “local roads fund”. This would generate approximately £1 billion and would at least put spades in the tarmac.

But such is the level of frustration amongst drivers, almost half (49%) say that they would support a small increase in VED as long as the money were spent solely on local roads. More than two fifths (45%) say they would accept a small rise in Fuel Duty, but again with the caveat of transparency that the monies are spent on local road repairs.

So there are options available, but there needs to be the will from both local and national governments to deliver smooth roads.

Only 15% of drivers say local roads are maintained to a high standard [and] 49% say that they would support a small increase in VED as long as the money were spent solely on local roads.
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
RSTA on TV

The RSTA appeared in a programme examining innovation in infrastructure shown on Propeller TV (Sky, channel 189) on 11 March.

The programme will be repeated on Sky on 1st April but if you missed it or want to catch up in the meantime then you can access it on the Executive TV website (www.executivetv.org/en).

TUNE IN TO THE LATEST RSTA PODCAST

You can watch the new RSTA podcast on the RSTA’s YouTube channel at: https://youtu.be/i41-GwsXPhg

Search ‘ROADSURFACETREATMENT’ on YouTube to find the RSTA’s channel and browse its video content.

SECTOR UPDATE
NEWS FROM THE LATEST MEETINGS OF THE RSTA SECTOR COMMITTEES

SURFACE DRESSING

Last RSTA committee meeting
14 November, 2017

• Paul Lewis from Eurovia was voted in as the new Sector Chairman replacing Rory O’Connor from Tarstone Surfacing who had served for the previous three years.
• The RSTA ADEPT Code of Practice was re-issued in January 2018
• British Standard PD6689 was re-issued in December 2017. This provides guidance on how to use the Surface Dressing and Slurry Surfacing European Standards in the UK.
• The Code of Practice for Signing at Surface Dressing sites was re-issued in January 2018. It is now entitled GUIDANCE FOR TEMPORARY TRAFFIC MANAGEMENT AT SURFACE DRESSING SITES Formerly known as the CSS/RSDA Code of Practice.
• BS1707 Specification for the method of test for binder sprayers for accuracy of spread of binder (spray bar bench test) has been updated and will be published in 2018.

HIGH FRICTION SURFACING

Last RSTA committee meeting
27 February 2018

• A new British Standard for HFS is to commence drafting this year under BSI Committee B/510/02.
• The RSTA is running two free to attend one day seminars in Leicester (16th May) and Exeter (11th July). For further details contact the RSTA office to reserve a place. These events follow on from two very successful seminars held in 2017 in Manchester and London attended by over 110 delegates.

SLURRY MICRO-SURFACING

Last RSTA committee meeting
14 November, 2017

• The Code of Practice is currently being updated.
• A new guidance document entitled GUIDANCE FOR TEMPORARY TRAFFIC MANAGEMENT AT SLURRY SURFACING SITES will commence drafting his year.

SPECIALIST TREATMENTS

Last RSTA committee meeting
16 November 2017

• The RSTA will be running a series of free to attend ‘Highway Maintenance Toolbox’ seminars this year in Derby (1 May), Leeds (26 July) and the South Tyneside (26 September). To reserve a place contact the RSTA office.
• A new British Standard for Spray Injection Patching is being drafted and is expected to be published in 2019.

GEOSYNTHETICS & STEEL MESHES

Last RSTA committee meeting
7 February 2018

• The Code of Practice is being updated and is expected to be re-issued later this year.
• A new specification clause 936 is to be published by Highways England mid-year and will go into the Specification for Highway Works.
• Work is to commence developing a new Product Assessment Scheme as this is a requirement of the new Clause 936.

SHE COMMITTEE

The last committee meeting
24 October, 2017

• The 2nd RSTA Annual SHE seminar took place in Wolverhampton on 23rd November to show case the winners of the Annual RSTA SHE awards.
• The 2018 Annual SHE Seminar will take place in October in Wolverhampton. For further information contact the RSTA office.
**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.

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