Repairs and Patching

This is appropriate for the repair of bituminous (tarmac) surfaces showing signs of widespread cracking, crazing, rutting, or pot-holing.

While smaller pot-holes can be repaired individually, more widespread defects are better repaired using patch repairs. Often after patch repairs are completed, surface dressing is applied to give a more protected surface.

Surface Dressing

Commonly called “tar and chips”, surface dressing involves the application of a layer to the surface, which is very effective in sealing a surface from water ingress, replacing skid resistance, and providing a uniform finish to a previously worn looking surface. Surface dressing is particularly economical and can be an effective way of maintaining the life of a tarmac surface significantly.

Resurfacing

Where areas have failed significantly, and they cannot be effectively or economically patch repaired, resurfacing is the most suitable option.

This will require the complete replacement of the tarmac layer or layers, and involves either the removal of the failed surface, or the overlay of the failed surface if that is appropriate.

Footway Design, Construction and Repair

Construction of new lengths of footway, often with associated kerbing and edging, can provide much improved pedestrian safety and facilities.

Footway construction to highway standards will provide many years of safe use with the minimum of maintenance requirements.

Footway type and pedestrian requirements can be matched to available budgets. Access ramps and tactile paving installations may also be incorporated where required.
**Footway Recycling**

Where tarmac footways are suffering surface damage, but lower layers remain relatively sound, a footway surface recycling treatment may be ideal.

Recycling can prove particularly cost effective, and also will reduce the need to use fresh materials.

The old surface is stripped off and the base layers repaired and compacted before the new surface layer is overlaid to provide many additional years of service.

**Dropped Access Ramps and Tactile Paving**

The provision of level or dropped access ramps built to highway specifications can enhance safe footway access for many groups.

Provision of correctly designed tactile paving routes can also improve access and use by the visually impaired.

Both access ramps and tactile paving can be installed in conjunction with footway improvements or independently.

**Vehicular Access Design and Construction**

New or improved vehicular access can be designed and constructed.

This may involve access from an existing adopted highway, and advice on design and construction specifications can be provided together with advice on the need for appropriate planning approvals.

**Road Markings and Anti-Skid Surfacing**

Road markings and lining can be applied after a resurface or surface dressing or as a separate project.

Works can include removal of old markings as well as coloured surfaces or anti-skid surfaces to highlight pedestrian walkways, cycleways, no parking zones etc.

Advice on the type of markings and symbols appropriate can be provided to suit any project.