

## Velocity

# Introducing the new name in road repair

After a successful start in the UK, Jetpatcher is changing its name. Welcome to Velocity.

**N**ine years ago Richard Jackson left Australia, where he worked for Jetpatcher, to set up the company's UK operation. It was a very successful move: from a standing start Jackson built up the business to a position where there are now more than 50 Jetpatcher machines working in the UK.

'Jet patching' has become a well known method for repairing carriageway. And now the UK company has been relaunched as Velocity, offering services that put 'velocity patching' a cut above other jetpatching operations.

Jackson has developed Velocity to be more than a supplier of specialist road repair equipment. Although the company has sold 40 machines to local authorities and contractors around the UK, it also maintains its own fleet of 10 machines and crews that carry out

repairs from the Shetland Islands to the south of England. Road Service Direct in Northern Ireland is the single largest machine owner with 17, laying more than 30,000 square metres of material per week.

Velocity – with the assistance of consulting engineer Jacobs Babbie - has developed its own emulsion specifications for the process,

**"On a global scale we are at the cutting edge."** Richard Jackson

together with quality standards for aggregates and materials tests. "These have enabled us to give clients the confidence they need to allow us to work on their trunk roads and motorways," says Jackson.

A permanent in house trainer ensures all crews have at least eight weeks training

before going out on the road, putting Velocity in a different league to jet patching operations in the 22 other countries it works in – including its home territory of New Zealand.

"On a global scale we are at the cutting edge. Nobody else has full time trainers, or has developed performance specifications for the emulsions and aggregates or employs a Vehicle Tracking System (VTS)," says Jackson.

Until 2005 the UK arm of Jetpatcher had four shareholders, one of whom was Jackson. Last year he bought them out, and the newly renamed company offers a wider range of services. "Jetpatcher is just a machine," he says, "and we are far more than just an equipment supplier."

The buy out, Jackson says, will enable him to develop these services, attract new investment and expand into Europe. Signs of new investment can already be seen in





Velocity is operating its own fleet of vehicles branded with the new corporate identity for the relaunched company formally known as Jetpatcher UK

Sunderland where the firm has moved into larger premises housing some new Velocity divisions including IT, drawing and design, and accountancy services .

The machines still come from Jetpatcher – and the original cold lay road repair process is at the heart of Jackson’s business – but, ultimately, he wants to manufacture the equipment in the UK under license.

Some of the biggest functionality improvements Velocity offers have been developed through its in house IT specialists – such as the VTS. Every machine is fitted with GPS and electronic recording equipment that registers exactly where every repair is carried out, the size of the repair and the amount of material that went into it. Clients can be emailed a weekly report on the number of repairs and volume of material used. Plus authorities can be sent more detailed data to import into their mapping software.

Another new development has been the training of Velocity’s two-person crews to survey the road for “dangerous defects”. Local authorities are under statutory pressure to record and rapidly repair defects in this category, so Velocity has trained its crews to identify them and then carry out the repair on the spot while they are in the area. Survey data is recorded electronically and separately from repair information, so local authorities can add it to their schedules of surveys completed.

Services like this, says Jackson, prove Velocity’s commitment to be “customer-focused”, and he plans to continue working with customers to ensure they get the services they want.

## VELOCITY PATCHING EXPLAINED

Velocity patching is an alternative to conventional patching for potholes, wheel ruts, surface cracking, utility cuts, failed haunches, pre surface dressing patching and repairing stripped surface dressing.

It is a three step process, all of which use the same nozzle fixed to the back of the machine.

**Step 1:** The nozzle delivers a jet air blast to remove debris and clean the damaged area.

**Step 2:** An engineered bitumen emulsion is sprayed into all cracks and fissures within the void and the surrounding area.

**Step 3:** Liquid bitumen and aggregate are mixed together in the nozzle a split second before being sprayed into the void. The defect is filled and compacted from the bottom up, resulting in a fully bonded, levelled and sealed repair.

## VELOCITY UPS THE ANTI ON ENVIRONMENTAL IMPACT

Advocates of jet patching have always claimed to be more environmentally friendly than other repair methods as it uses cold emulsion and does not require any material to be dug out of the carriageway and taken to land fill.

Velocity patching is even more green, says Velocity Managing Director Richard Jackson, as the company has negotiated to buy a specific type of blast furnace slag for use as the aggregate.

“This waste product works very well with our winter binder to enable repairs to be carried out at lower road temperatures, so more successful repairs can be carried out in the winter,” Jackson says.

It works just as well in the summer, so local authorities now have the option of choosing the blast furnace alternative as they strive to meet targets for use of recycled materials in their activities.