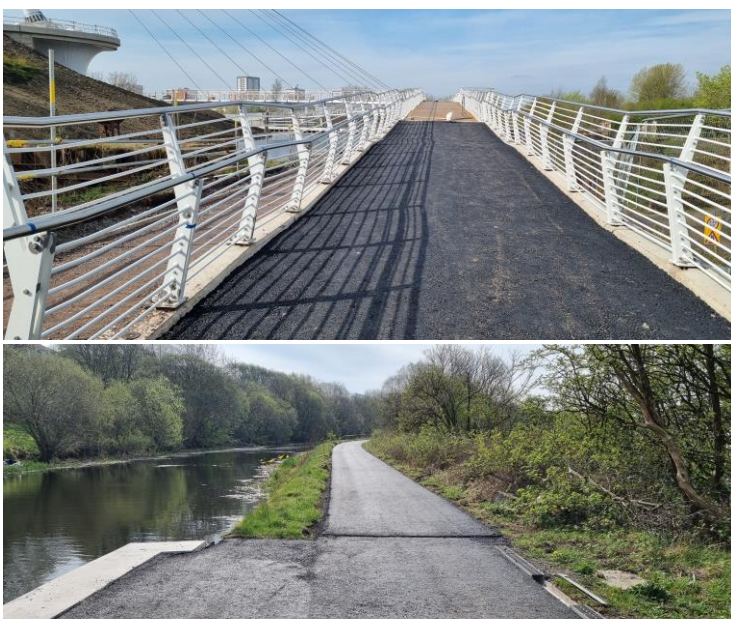


Stockingfield Junction Footbridge Scotland



The Stockingfield project is first Scottish Canal’s site to use MacRebur products on the footpath. This environmentally friendly move has been promoted by Balfour Beatty as part of the drive to towards Net Zero Carbon by 2040. The use of MacRebur pathways will lower the project’s CO₂ as well as providing an alternative use for tons of plastic waste.



Ally Johnston, Project Manager for Balfour Beatty, said “ as part of our journey towards Net Zero Carbon by 2040 we promoted the use of the MacRebur products in the surfacing material to Scottish Canal for use in the towpaths”

	Environment	Materials	Communities
	Responding to climate change and managing our impact on the environment	Choosing the right materials, using less materials and creating value from the materials we no longer need	Improving the prosperity and wellbeing of individuals and communities
2040 Ambitions	Beyond Net Zero Carbon	Generate Zero Waste	Positively Impact More than 1 Million People
2030 Targets	Achieve our science-based carbon reduction target	40% reduction in waste generated	£3bn social value generated

Project Facts

Macrebur product M8 was used to replace 10% of Bitumen used on the Stockingfield project.

Means the project recycled 3.75 tons of plastic.

Resulting in a net saving of 8.25 tons of CO₂

The aim of MacRebur is to reduce plastic waste worldwide, they strive to do this through their innovative asphalt products. Traditional asphalt using a mixture of bitumen and rock aggregates whereas MacRebur products use aggregates, a reduced amount of bitumen, and a portion of plastic waste and their unique activator. The asphalt produced from this process is both stronger and more flexible, meaning it is less prone to potholes. Indeed, one study has found the asphalt produced is on average 11mm thinner and capable of supporting 9 times as much traffic compared to products without recycled plastics.

The CEO of MacRebur, Toby MacCartney got the idea for their product when working in India. He was working for a charity associated with ‘pickers’, workers on landfill sites who gather potentially reusable products for resale. He noticed that some of the plastics collected was used to fix potholes by the locals. They achieved this by piling the plastic in the pothole and then using a petrol fire to melt it, leaving a makeshift plastic pothole filler. Back in Britain Toby and his friends Gordon Reid and Nick Burnett were able to refine the process. The company collects waste plastics processes them into pallets, which are then combined with the bitumen during asphalt manufacture. Their process not only eliminates plastic waste but also off sets CO₂ emissions