

Timber on the roads in the Scottish Borders

“The Guid, the Bad & the Doonright Ugly”

Brian Young Network Manager
Scottish Borders Council

- Short Quiz
- Brief Background and Context
- The Bad
- The Ugly
- The Good

QUIZ





Clint Eastwood

“Blondie”



Lee Van Cleef

“Angel Eyes”

QUIZ : The Ugly



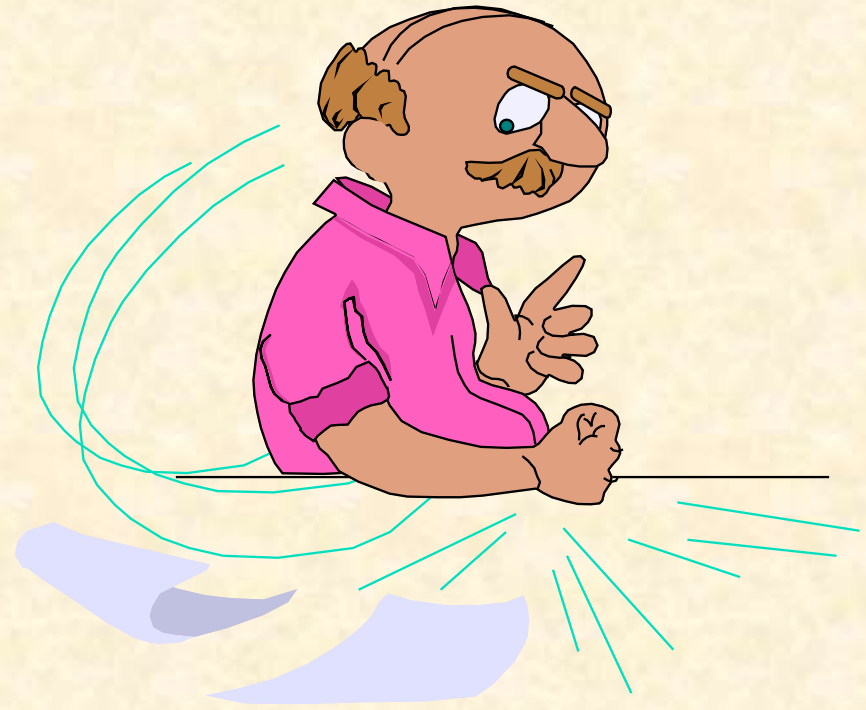
Eli Wallach

“Tuco”

- 18.5% of the Scottish Borders is covered in forestry
- Much of this is concentrated in the south west of the region
- In line with most areas the existing road network was established a very long time ago and is of “varying standard”
- Ranging from decent quality Trunk Roads down to single track roads, often without passing places, and of limited structural strength.
- Despite living in the midst of such a densely forested area a large % of the community would rather timber transport didn't use the public road system at all
- That public complains direct to the Council, to the Police and to Council Members – and that means the Members are now on your case as well!
- I'm stuck in the middle and, (along with James England) have to deal with all the complaints!



- COMMUNITY CONCERNS
- Speed of timber vehicles
- Noise and vibration
- Driver behaviour
- Convoys of Vehicles
- Damage to Roads and Verges
- Unsafe Loading



Speed of Timber Haulage Vehicles

- Numerous reports of public having to take evasive action due to timber lorries on the wrong side of the road at corners or narrow sections of roads.
- Perception of speed can be heightened due to size of vehicles , especially in built up areas.



Noise & Vibration

- Loaded **& unloaded** timber haulage vehicles.
- It is frequently reported that one of the busiest periods for timber vehicles in Newcastleton is between 5am & 6am.



Vehicle Convoys

- Common complaint from both communities and councillors
- Timber haulage vehicles travelling in groups of two, three and sometimes more at a time.



- **Security of Loads**

- Inadequate Strapping / Netting
- Unreported Shedding of Loads -
 - Number of occasions over the last few years where the public have reported shedding of loads.
 - Also evidence through debris and verge/road damage.
 - Police, generally, only involved if the shedding of a load, or part load, results in an accident.

Driver Behaviour

- Use of Mobile Phones
- Passing Places not being used.
- Timber vehicles cutting corners.

Damage to Roads

- Verge Rutting due to Over-Run
- Resulting deep ruts are potentially dangerous for other road users.
- Road damage - ongoing Maintenance Burden







- Unofficial Loading of Stacked Timber Adjacent to a Public Road
- Mainly small quantities, but still not permitted without Local Authority approval.
- Can result in temporary blocking of the road and on occasions verge damage.



















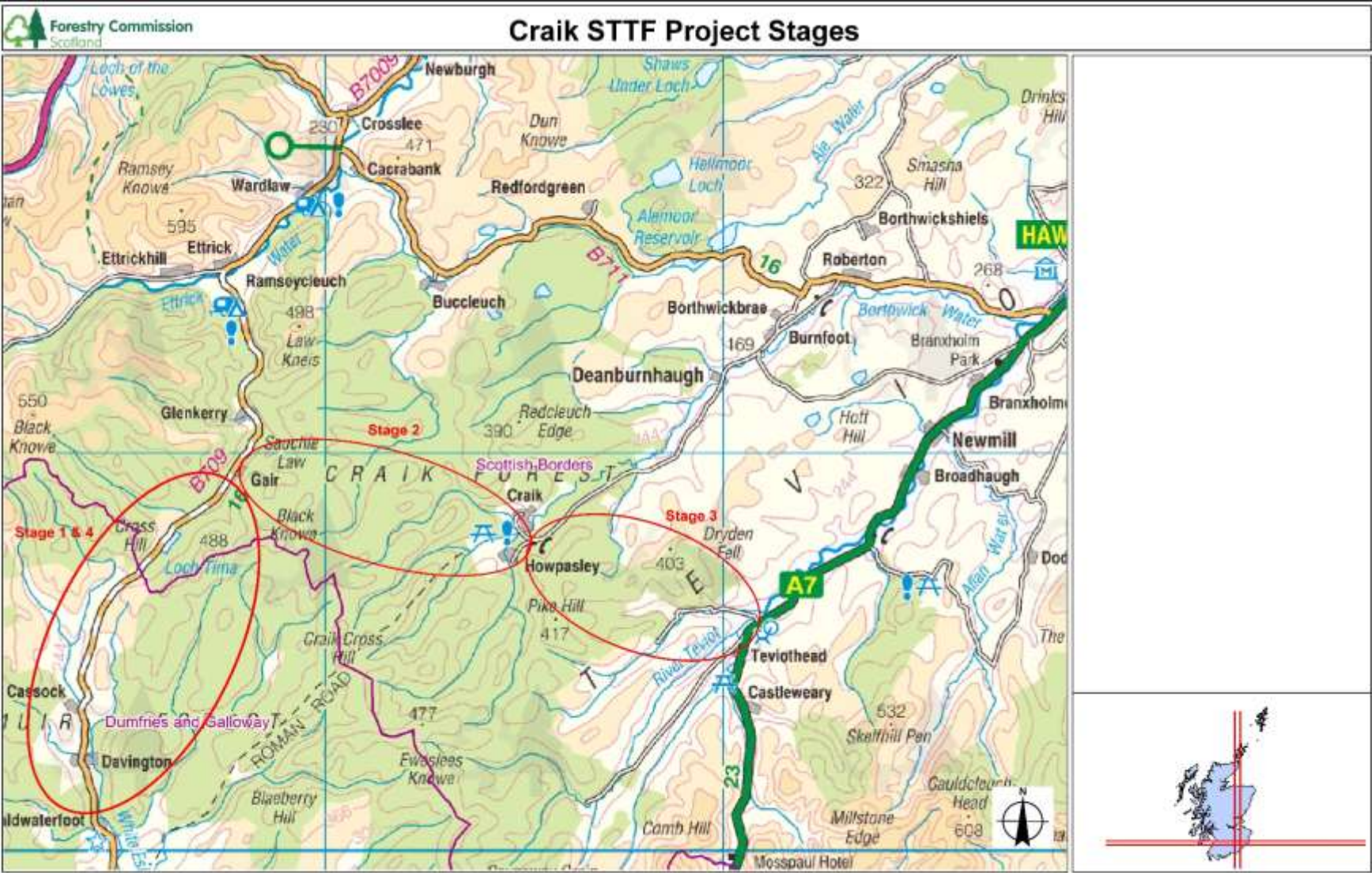


- - South of Scotland Timber Transport Officer



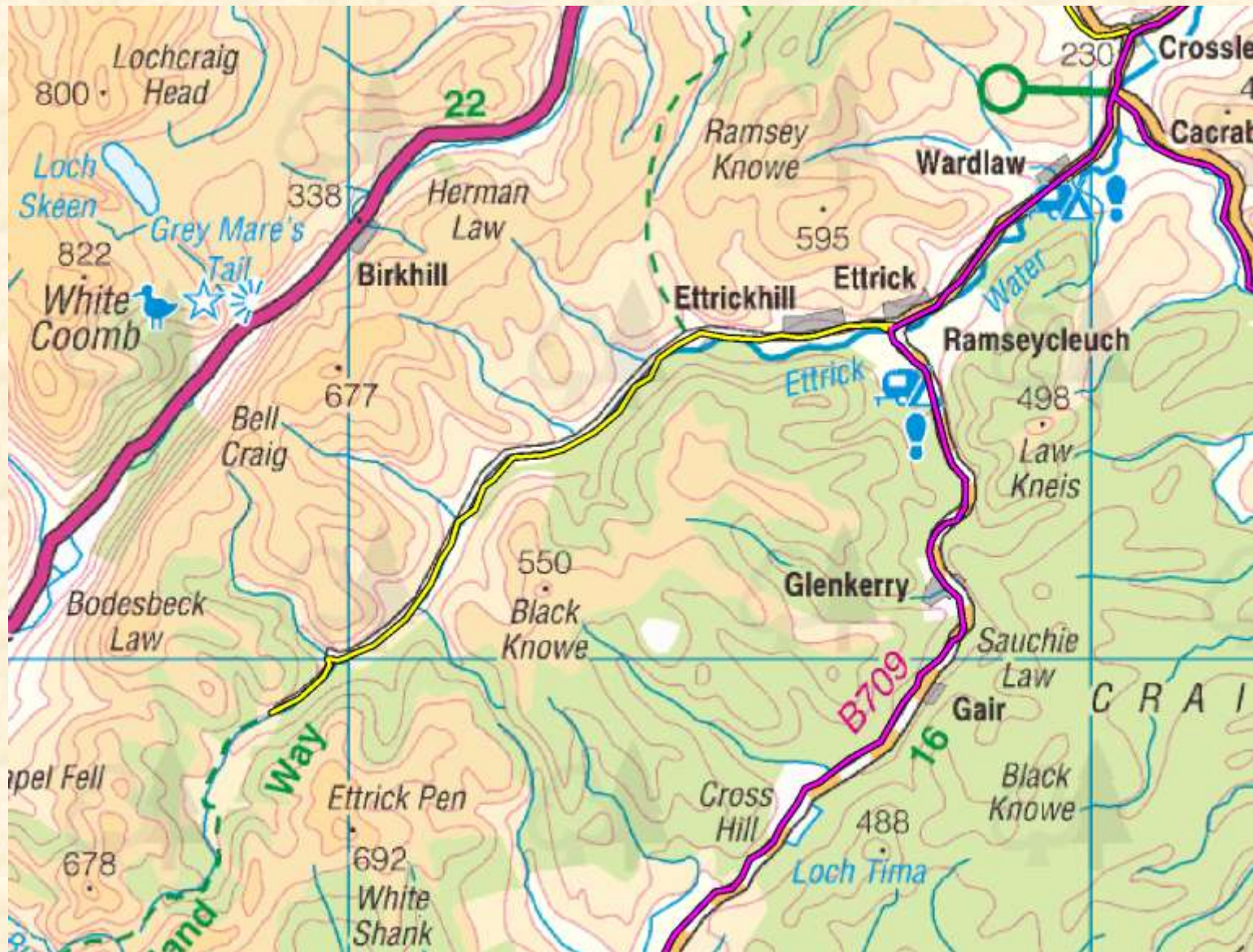
- Long established and active Borders Timber Transport Forum (1999)
- Agreed Routes Map (2002)
- Strategic Timber Transport Management Plans
- Councillors (some!) who understand the industry and are pro-active in supporting solutions
- Several successful bids to the STTF
- Innovative Solutions
- Its one of these innovative solutions I would like to touch upon to finish:

- CRAIK FOREST PROJECT
- Origins back in early to mid 2000s with an initial idea to improve timber extraction from this significant forest
- 2006 Feasibility Study
- 2007 Craik Forest Area Development Study
- Rationale - Improve in-forest haul roads & strategic sections of B709 to link with previous STTF scheme at Eskdalemuir in D & G
- 2008 Initial STTF application £850K cross authority improvement over 11km on the B709 - PHASE 1
- Phase 2/3 problems
- Phase 4 : £573K to north over 4.1 km
- Phase 5 : £710K Potburn Road Improvement 8 km



Scotland

Map center: 335263, 609752
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Scale 1:125,145



"Return to The Ugly"

Engineering + Infrastructure

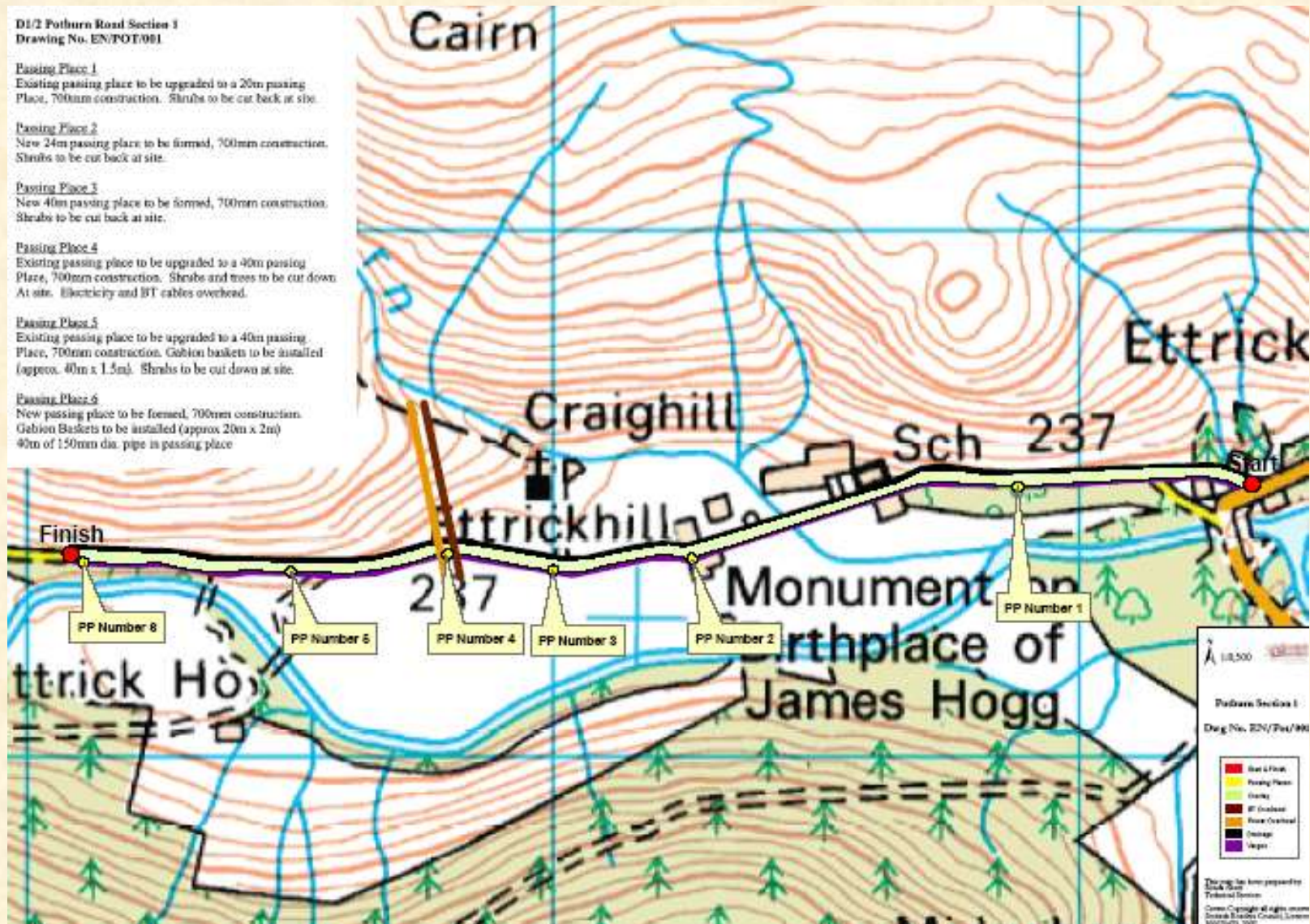
Existing Damage

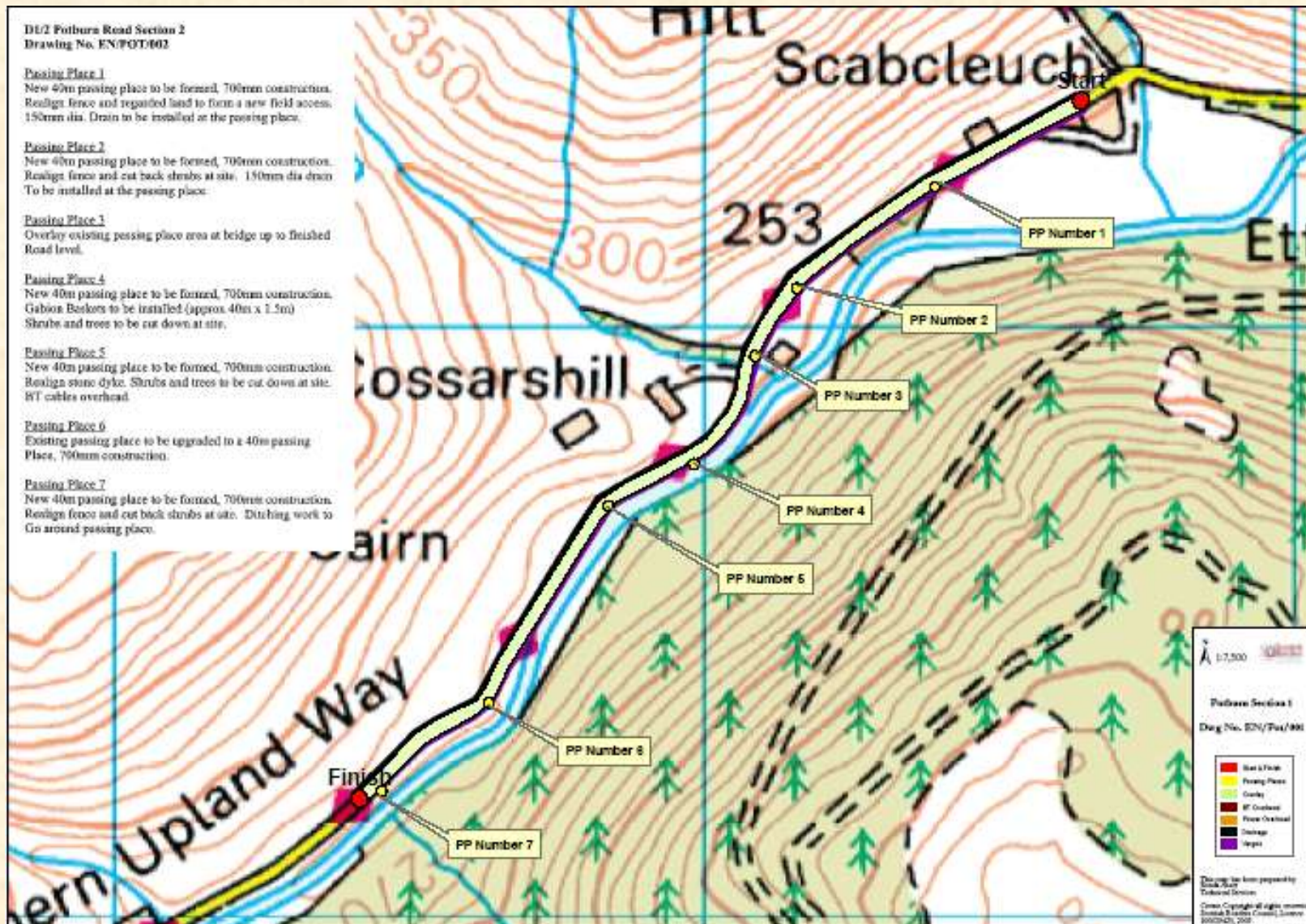


- Solution

Further bid to STTF for a “Phase 5” of Craik Project

- £710,000 scheme over 8 km length
- improvements to existing drainage systems including resurrecting existing ditches on the top side of the road, clearing existing stone culvert cross drains and replacing collapsed culverts
- Passing places, both new and improved, to assist road users in passing haulage lorries and to prevent the deterioration of the road verges.
- the installation of a Glasgrid Reinforcing System
- carriageway resurfacing





D1/2 Pothburn Road Section 3 Drawing No. EN/POT/003

Passing Place 1

Existing passing place to be upgraded to a 40m passing Place, 700mm construction. Realign fence and ditch around The passing place.

Passing Place 2

New 40m passing place to be formed, 700mm construction. Realign stone dyke and erect passing place sign.

Passing Place 3

Existing passing place to be upgraded to a 40m passing Place, 700mm construction.

Passing Place 4

New 40m passing place to be formed, 700mm construction. Gabion Baskets to be installed (approx 25m x 2m)

Passing Place 5

New 40m passing place to be formed opposite the existing Passing place, 700mm construction.

Passing Place 6

New 30m passing place to be formed, 700mm construction. Gabion Baskets to be installed (approx 30m x 2m) Ditching work to go around passing place.

Passing Place 7

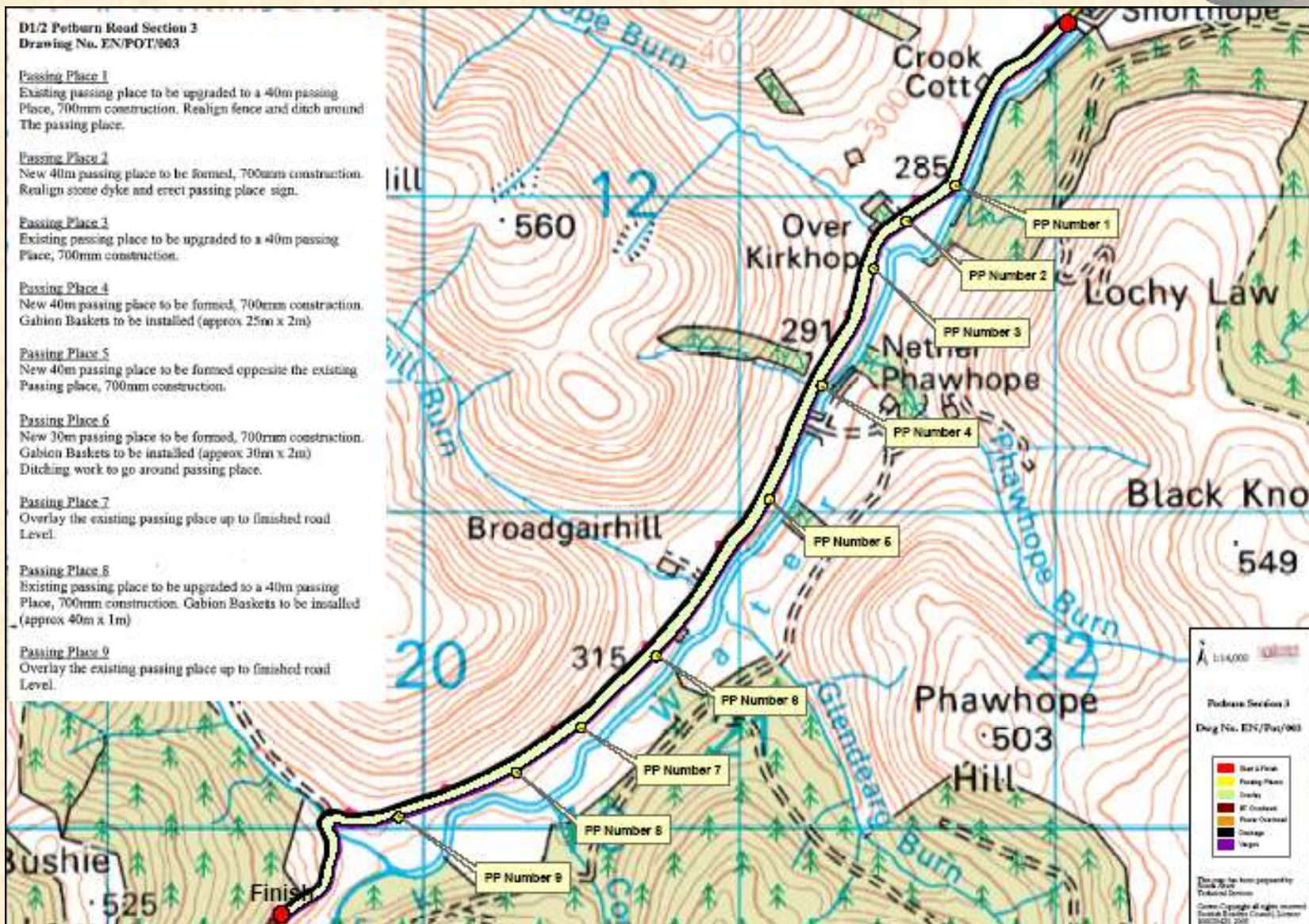
Overlay the existing passing place up to finished road Level.

Passing Place 8

Existing passing place to be upgraded to a 40m passing Place, 700mm construction. Gabion Baskets to be installed (approx 40m x 1m)

Passing Place 9

Overlay the existing passing place up to finished road Level.



- The Potburn road can only be accessed from Ramseycleuch on the B709 and comes to a dead end at the old Potburn Farm, from where farm tracks lead up on to the Southern Upland Way – a favourite destination for hikers and mountain bikers.
- Potburn is home to a close- knit community, many of whom depend on the surrounding land to make a living and who regard the Potburn Road as the lifeline to their livelihoods and homes.
- Damage caused by timber lorries and the worst winter in the Borders for 30 years had taken its toll. Extensive timber extraction began on the road in April 2010, and due to the combination of fully-laden timber lorries and frozen temperatures, the road quickly deteriorated and became unsuitable for cars.
- The repair work to the Potburn Road in the Ettrick Valley used a 'revolutionary' system. The new 'Glasgrid Reinforcing System' lays rolls of fibreglass mesh sheets under the tarmac carriageway to strengthen the road.
- Improvements were undertaken over an 8km length of the single track road and the local community was kept up to date of progress on virtually a daily basis.



The Good – Glasgrid Layer

**Engineering +
Infrastructure**



The Good – Glasgrid Layer

**Engineering +
Infrastructure**





The Good – Finished Product

Engineering + Infrastructure



The Good – Finished Product

**Engineering +
Infrastructure**



The Good – Finished Product

Engineering + Infrastructure



The Good ? The Bad ? The Ugly ?

**Engineering +
Infrastructure**



Some Good ? Some Bad ? Some Ugly ?

Engineering + Infrastructure





Potburn perfection as pot holes no more

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“There was great communication between the roads department and the residents and minimum inconvenience as a result.”

“It is a fantastic improvement and the use of the Glasgrid layer as well as the major drainage works should make sure it can stand up to the timber haulage in future. It was a great community effort providing the letters and evidence to support the bid and a very successful outcome.”

