

Volvo Trucks. Driving Progress



Colin Mackenzie Highland Timber Transport Group

@TimberTransport



Highland Roads

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Personal background and content

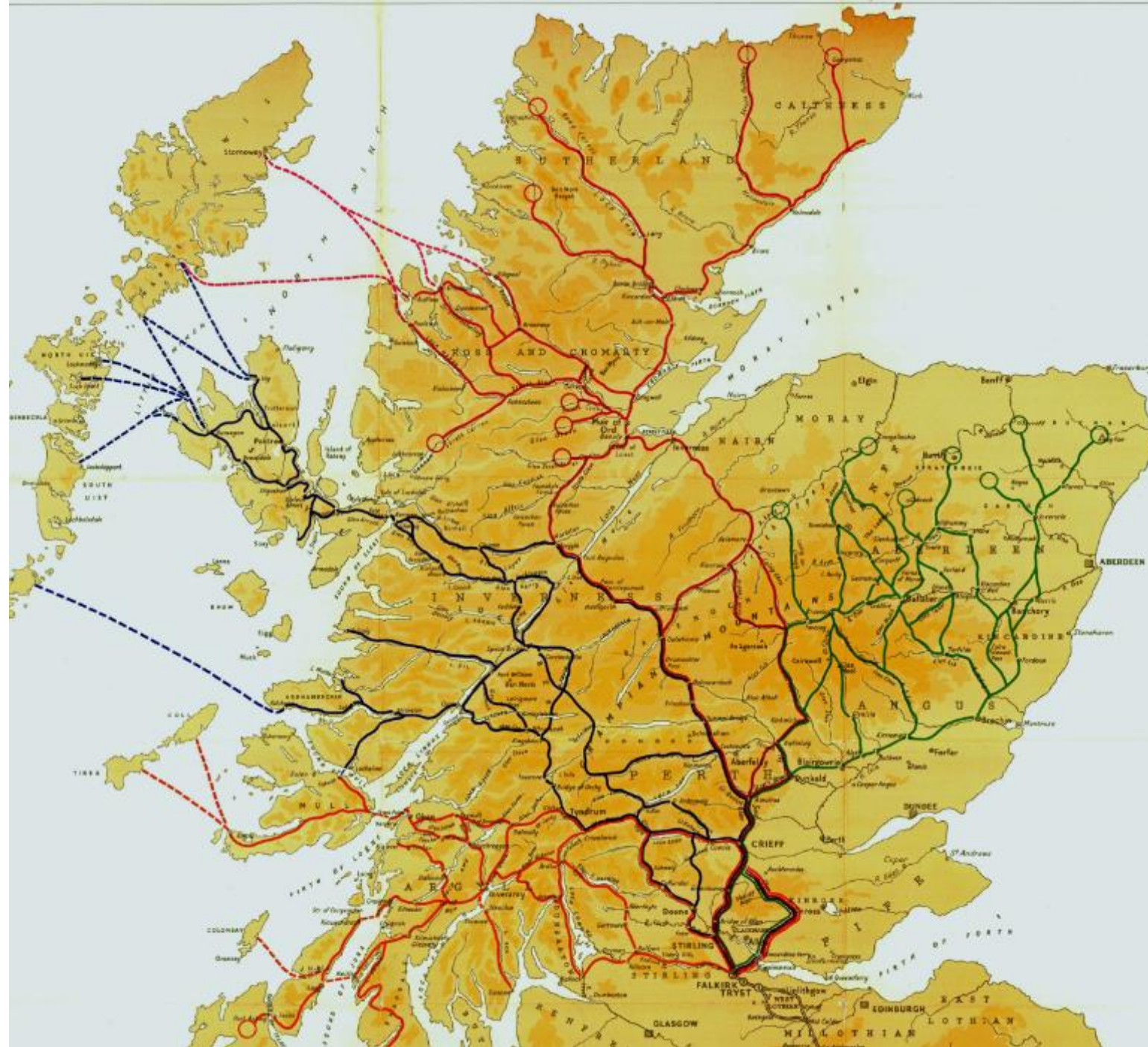
- 30+ years in Local Government
- 16 Years Consultancy

- Evolution of Highland roads
- Roads funding & STTS
- Lessons from the Flow Country



Evolution of Highland Roads 1

- ~1700 The Drove roads



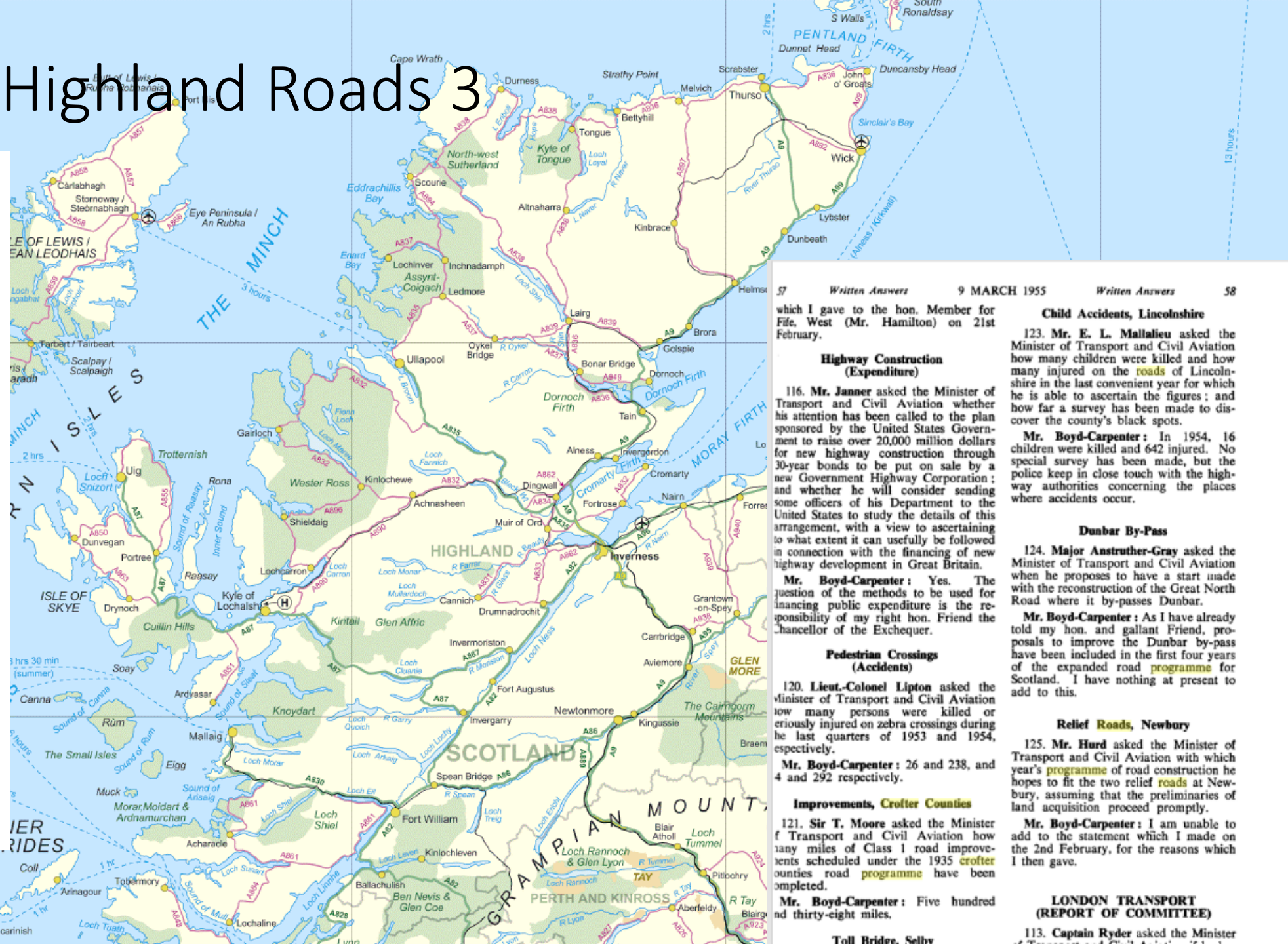
Evolution of Highland Roads 2

- 1730 Military Roads
 - **General Wade**
 - **William Caulfield**
- 1800 **Thomas Telford**



Evolution of Highland Roads 3

- 1935 Crofter Counties Programme
- 1975 on ERDF
- 1990's Forest access programme
- BUT: *the majority of the minor rural network was not engineered but grew organically*



57 Written Answers 9 MARCH 1955 Written Answers 58

which I gave to the hon. Member for Fife, West (Mr. Hamilton) on 21st February.

Highway Construction (Expenditure)

116. Mr. Janner asked the Minister of Transport and Civil Aviation whether his attention has been called to the plan sponsored by the United States Government to raise over 20,000 million dollars for new highway construction through 30-year bonds to be put on sale by a new Government Highway Corporation; and whether he will consider sending some officers of his Department to the United States to study the details of this arrangement, with a view to ascertaining to what extent it can usefully be followed in connection with the financing of new highway development in Great Britain.

Mr. Boyd-Carpenter: Yes. The question of the methods to be used for financing public expenditure is the responsibility of my right hon. Friend the Chancellor of the Exchequer.

Pedestrian Crossings (Accidents)

120. Lieut.-Colonel Lipton asked the Minister of Transport and Civil Aviation how many persons were killed or seriously injured on zebra crossings during the last quarters of 1953 and 1954, respectively.

Mr. Boyd-Carpenter: 26 and 238, and 4 and 292 respectively.

Improvements, Crofter Counties

121. Sir T. Moore asked the Minister of Transport and Civil Aviation how many miles of Class 1 road improvements scheduled under the 1935 crofter counties road programme have been completed.

Mr. Boyd-Carpenter: Five hundred and thirty-eight miles.

Toll Bridge, Selby

Child Accidents, Lincolnshire

123. Mr. E. L. Mallalieu asked the Minister of Transport and Civil Aviation how many children were killed and how many injured on the roads of Lincolnshire in the last convenient year for which he is able to ascertain the figures; and how far a survey has been made to discover the county's black spots.

Mr. Boyd-Carpenter: In 1954, 16 children were killed and 642 injured. No special survey has been made, but the police keep in close touch with the highway authorities concerning the places where accidents occur.

Dunbar By-Pass

124. Major Anstruther-Gray asked the Minister of Transport and Civil Aviation when he proposes to have a start made with the reconstruction of the Great North Road where it by-passes Dunbar.

Mr. Boyd-Carpenter: As I have already told my hon. and gallant Friend, proposals to improve the Dunbar by-pass have been included in the first four years of the expanded road programme for Scotland. I have nothing at present to add to this.

Relief Roads, Newbury

125. Mr. Hurd asked the Minister of Transport and Civil Aviation with which year's programme of road construction he hopes to fit the two relief roads at Newbury, assuming that the preliminaries of land acquisition proceed promptly.

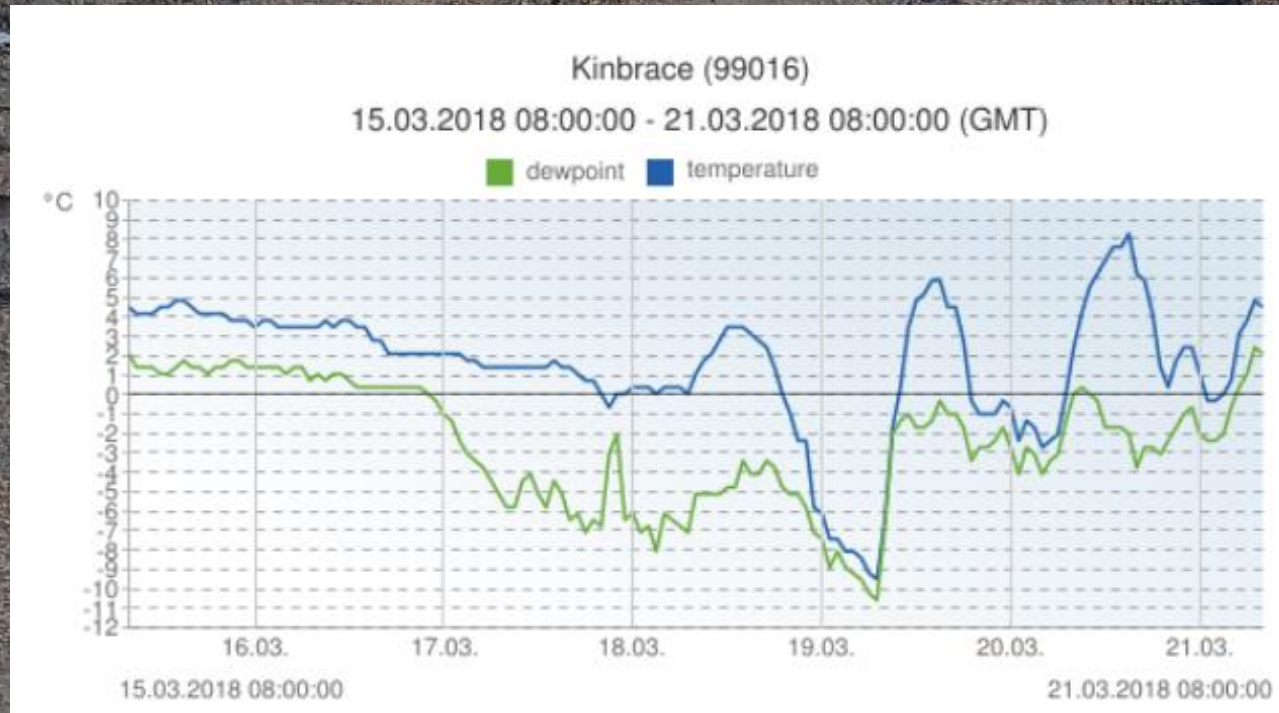
Mr. Boyd-Carpenter: I am unable to add to the statement which I made on the 2nd February, for the reasons which I then gave.

LONDON TRANSPORT (REPORT OF COMMITTEE)

113. Captain Ryder asked the Minister

Why do our roads fail?

- Weak foundation
- Inadequate pavement construction
- Poor drainage
- Harsh weather conditions



Roads on peat



The collapse of council roads funding

- 25 years ago the Highland roads Capital Budget was the equivalent of twice what it is today
- Plus... revenue roads maintenance budget 2-3 times what it is today
- The current visible damage is the result of 20 years of under-investment in infrastructure
- *It is patently not sustainable*



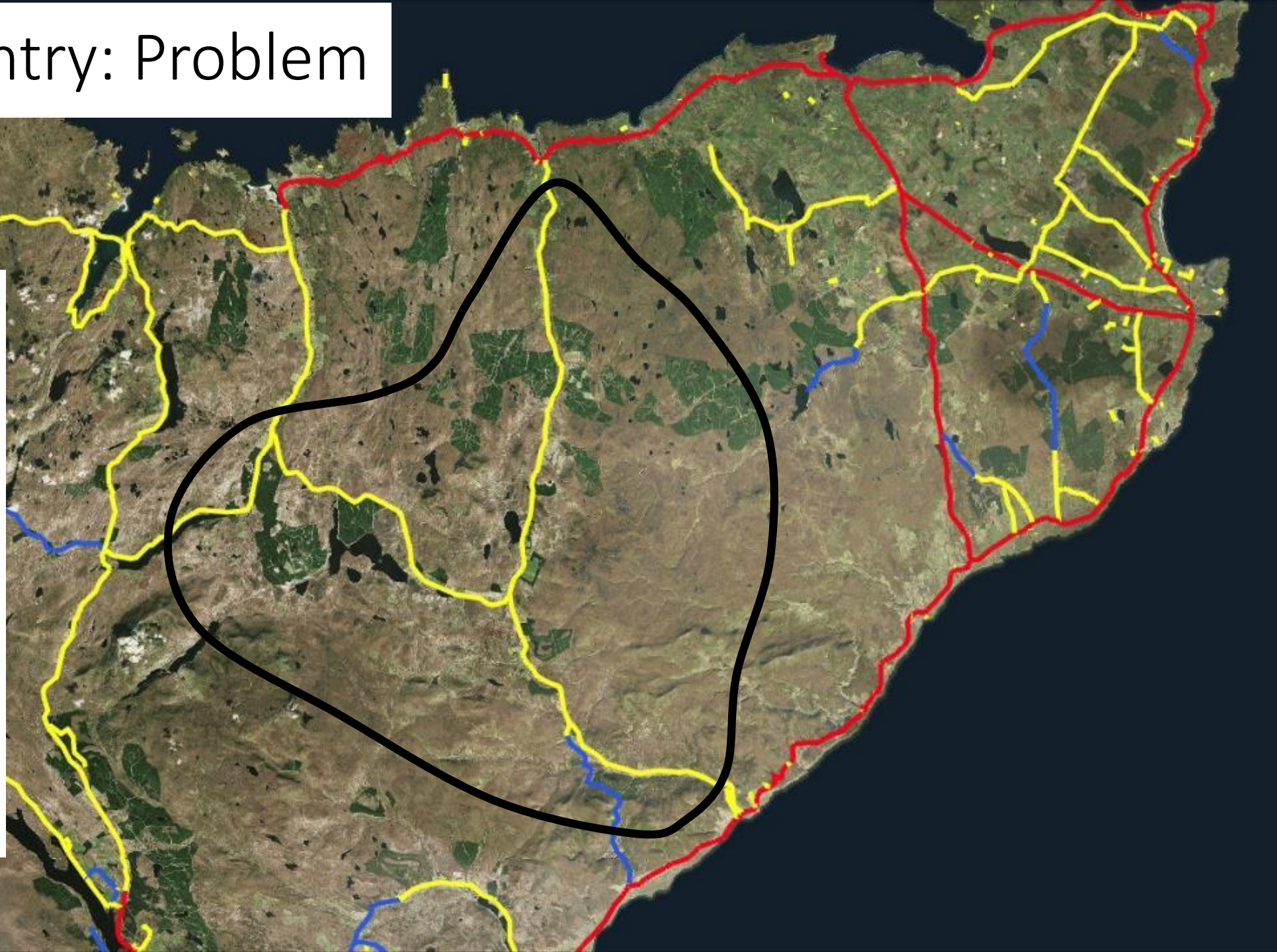
The lifeline of STTS

- STTS has been a huge boost to resolving HTTG problems
- From 2006-2017 £7M has been awarded creating £14M of works, the majority on the public road network
- BUT: 1995 Forest Access Funding was worth £4Mpa to the Highlands



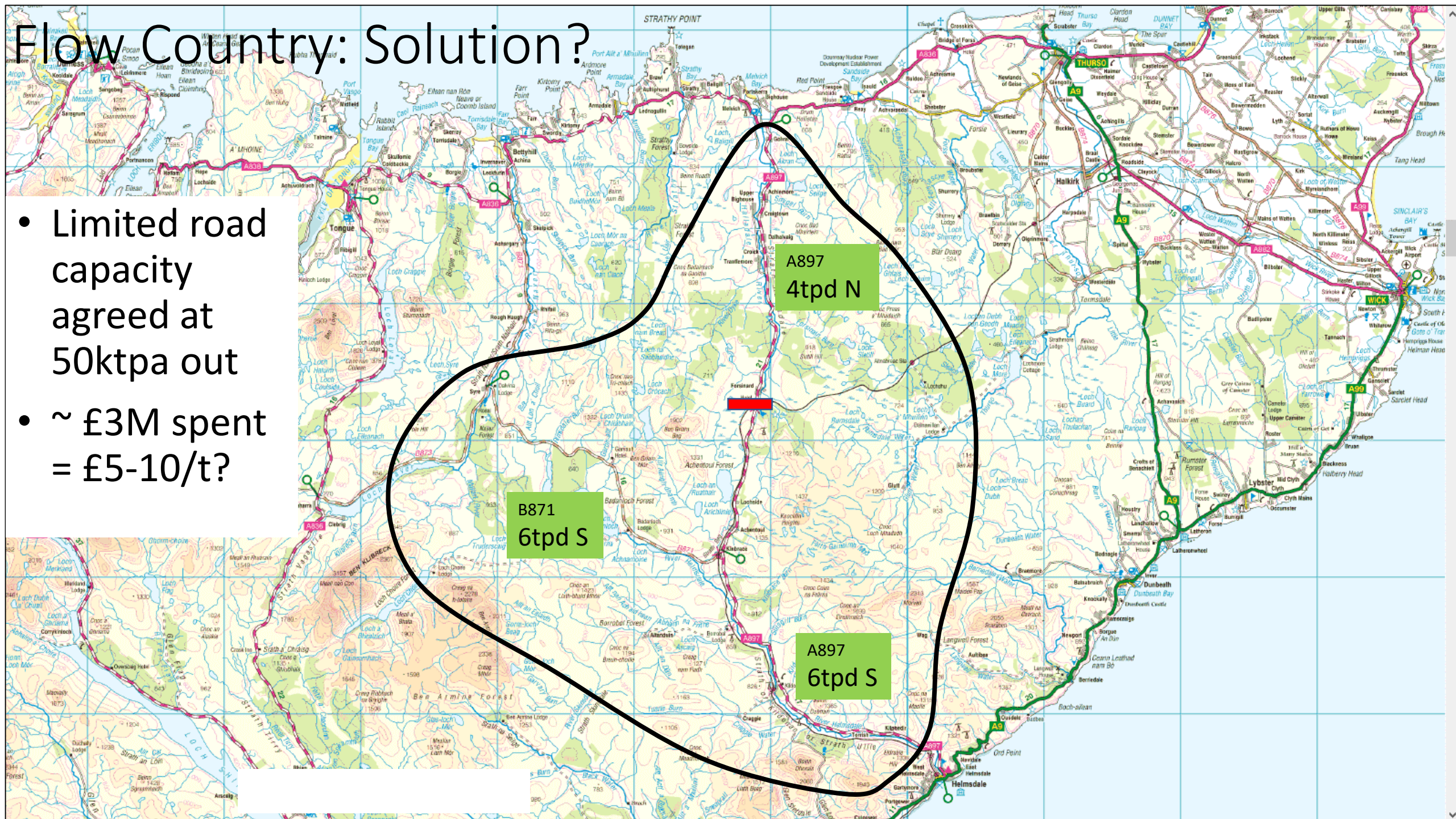
The Flow Country: Problem

- 2Mt+ landlocked timber
- Weak roads
- Multiple owners
- High environmental sensitivity
- 250kt windblow



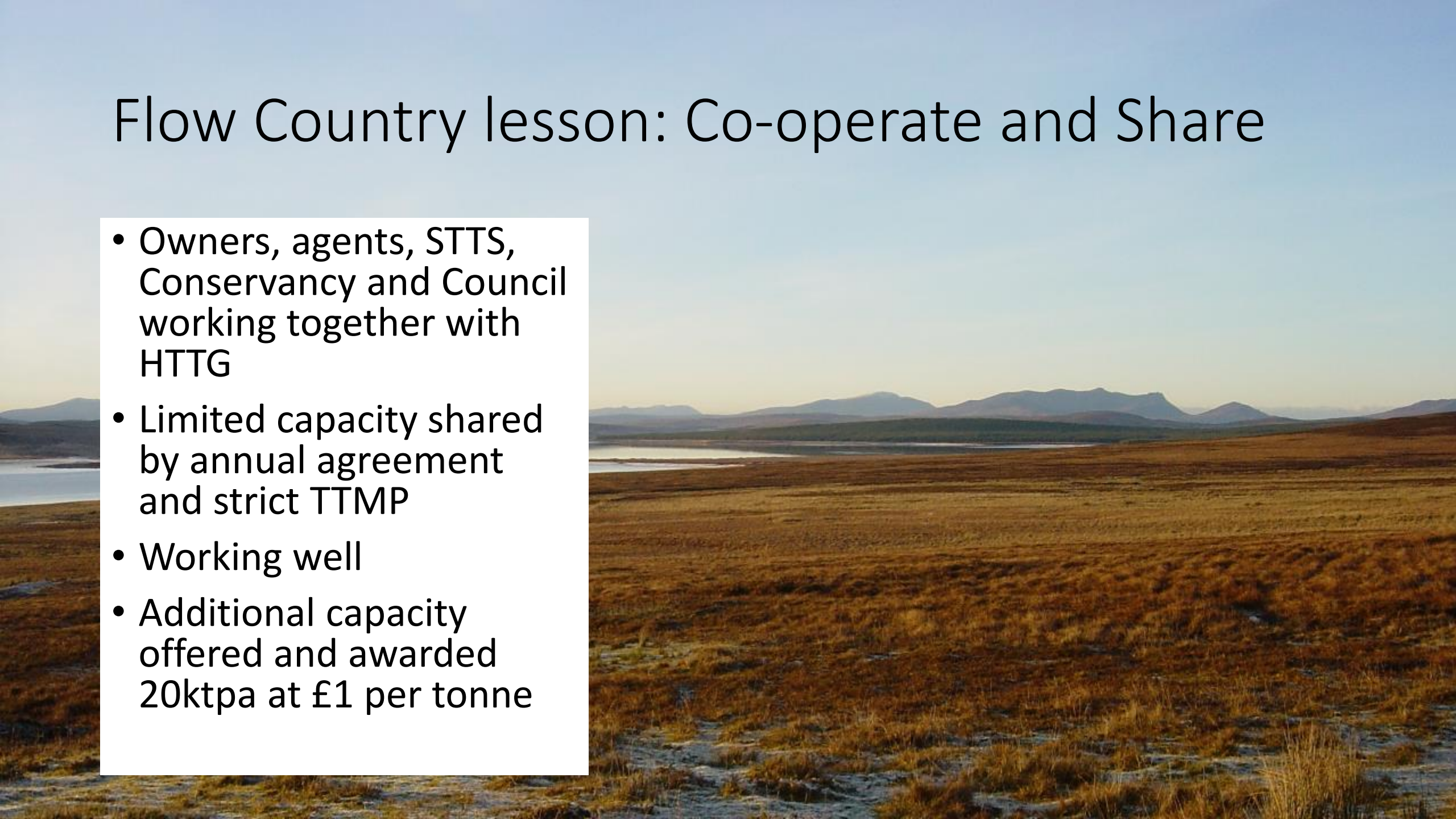
Flow Country: Solution?

- Limited road capacity agreed at 50ktpa out
- ~ £3M spent = £5-10/t?



Flow Country lesson: Co-operate and Share

- Owners, agents, STTS, Conservancy and Council working together with HTTG
- Limited capacity shared by annual agreement and strict TTMP
- Working well
- Additional capacity offered and awarded 20ktpa at £1 per tonne



Flow Country lesson: Quality Timber Haulage

- Need to identify Quality Hauliers for weakest Consultation Routes
- Haulier selection should include Quality criteria
- Greater clarity on the use of CTI
- Better management and self-policing
- Auditability: Use trucks equipped with latest technology



Who should pay for upgrading timber routes?

- STTS match funding increasingly falling on public sector
- Highland realpolitik! How do we get the Council to prioritise a remote forest route?
- Should the risk be shared?
- Private sector contributions help justify public sector participation – should we develop protocols?



Looking forward in the Highlands

- We are making progress
- Build on private sector engagement with STTS and Council
- Government is ambitious about planting
- BUT: Needs to be more ambitious about rural roads





Thank You!