

SATIN Case Study - Ultitrec - Wilkies Path, Drymen

Organisation Name

Transport Planning and Engineering on behalf of
Drymen Community Development Trust



Infrastructure Location

Drymen, Loch Lomond and the
Trossachs National Park

Date of Completion

31-Mar-2015

Context

There is an extensive network of longstanding footpaths in the Drymen area, in various states of repair. Wilkies Path forms an important link from the village itself out into a wider network in the Buchanan Estate. This very steep and deeply eroded path has been reinstated by the Drymen Community Development Trust with some assistance from the Loch Lomond and the Trossachs National Park authority.



Technical Aspects

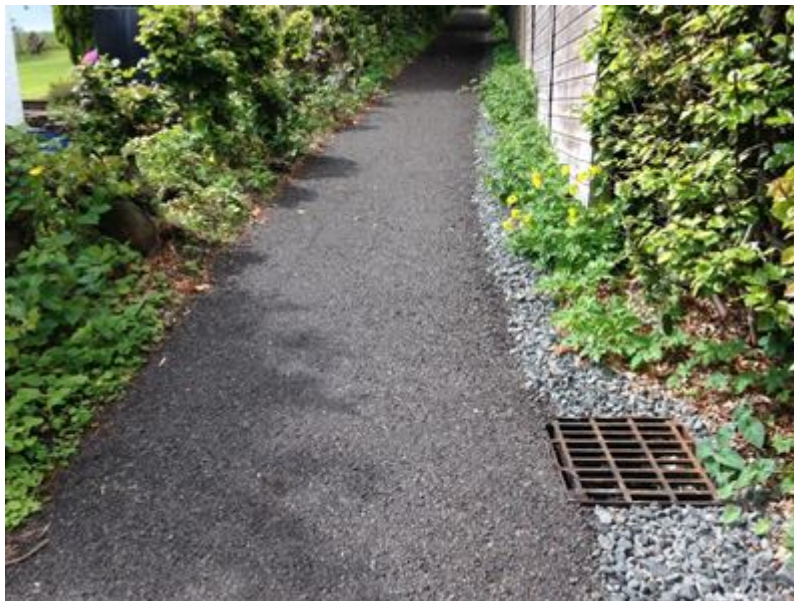
The community group expressed their wish to make a commitment to sustainability in carrying out this project and as a result, Transport Planning and Engineering specified 'Ultitrec' as the surfacing material.

Ultitrec is a recycled pathway material produced from selected arisings from highway and maintenance works. Prior to the amalgamation of the Tarmac and Lafarge companies, the product was known as 'Toptrec'.

The semi-bound nature of the Ultitrec surface stands up well to surface erosion by water runoff and associated with the attention paid to providing effective drainage in the project will lead to an extended lifetime and low maintenance requirement for this busy multi-user active travel link.

[More information about Ultitrec.](#)

Outcomes





Financing

The community group found a funding source in the Legacy 2014 Active Places Fund administered by Sport Scotland and match-funded that with input from Sustrans Scotland's Community Links Programme. Loch Lomond and the Trossachs National Park provided major inspirational, motivational and administrative support to the project through their Community Futures Programme.

Evaluation

The contractor was unfamiliar with the performance of the Ultitrec material and there was an element of skill acquisition over the course of the project.

It was noted that a well-bound surface was easier to achieve where gradients were less pronounced, however a very acceptable standard of bound surface was achieved throughout the scheme. It was noticed that the binding of the surface develops over several days and that initial doubts over the effectiveness of the material on completion of the laying were dispelled with the passage of a little time. Clients considering the use of Ultitrec should think about limiting access to the finished surface during this time when the bond between material particles is not fully developed.

There was no cost premium involved in the use of the recycled surfacing material, in fact, quotations were marginally lower than those utilising an asphalt concrete wearing course.

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