

Case Study

ENDUROKERB : Safeguarding the Historic Kirkcudbright Bridge

About Kirkcudbright Bridge

A historic structure in Dumfries and Galloway, Kirkcudbright bridge was erected almost a century ago, and is one of only several crossings in the area that allows drivers to pass over the River Dee.

Given the advanced age and condition of the bridge, the structure was classed as a weak bridge and therefore not suitable for heavy vehicles. Signage was put in place to prevent drivers from breaking the weight limit, but despite these efforts, oversized traffic continued to use and abuse the route.

In March 2025, the bridge was forced to close after a safety inspection, cutting off the two halves of Kirkcudbright town and causing disruption to locals. Instead of using the bridge, traffic would now have to take a 5-mile detour to the nearest alternative crossing point.



The Challenge

Dumfries & Galloway Council approached Glasdon in April 2025 for a solution that would prevent heavy traffic abuse and allow the re-opening of the bridge by July that year. Mark Neilson from our highways team showcased a range of our products to the engineers, who altered certain aspects of their design after discussions with our team.

The final design would utilise an Endurokerb™ and bollard kerb system to narrow the width of the carriageway and create a chicane gateway at either end of the bridge. These physical controls would:



- Discourage wider/heavier traffic from attempting to cross.
- Create a new delineated cycle lane, independent of the existing footpath.
- Maintain the weight/size limits of the bridge and prevent traffic from surpassing the new lowered speed limit of 20mph.

The Solution

By May, a budget had been approved for the project, but only a 6-week timeframe had been given to complete the entire construction from start to finish.



Final changes were made to the layout and a quote was issued the same day by our highways team. The project required 89 full modules of Endurokerb™ 100, including 250 intermediate kerbs, 198 bullnose kerb sections, 27 raised kerb sections, and 267 delineator posts.

It was agreed that Glasdon would supply the order in three stages, allowing a workable schedule for construction to take place. The first batch was delivered within two weeks, and the second and third batches shortly after, allowing construction to get started on the site at the desired time. The council's own experienced Road Management Team carried out the install work, and their swift, smooth installation meant the work was completed in the time frame needed.



BEFORE



AFTER

The Result

Kirkcudbright bridge re-opened to the public on the 2nd July, with construction being completed on time and without issue. The chicane gateways and narrow carriageway worked as intended, discouraging heavy traffic from crossing the bridge, while the dedicated cycling lane became part of the NCN7 cycle route through the southwest of Scotland.

Not only did the completion of this project extend the lifetime of such a historic and treasured structure by years to come, but it also improved the safety of both pedestrians and cyclists when crossing Kirkcudbright bridge.

Steven McKerlie, Principal Structural Engineer at Dumfries and Galloway Council commented:



'From the start, Glasdon were brilliant to work with. The tight timeframe required us to receive delivery in multiple parts, and as I understand it, Mark worked very closely with your factory team to ensure we got the products needed when we needed them. I also understand that this was a big ask. Therefore, to all that were involved, a big thank you. The can-do attitude is commendable.'



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