
-----Original Message-----

From: rena.tarwinska@forestry.gsi.gov.uk [mailto:rena.tarwinska@forestry.gsi.gov.uk]
Sent: 19 April 2005 14:11
To: Niall Thomson
Subject: RE: Carron Valley - needs reply 15.4 or so

Niall

Sorry for delay in reply.

As per your para nos:

- 1) Fine, the Qs from eg Kirrroughtree indicate 1km trail needs 200t stone ie 1t per 5m.
- 2) Send the tender any time _I'll make a point of looking at it.
- 4) I see St Co have come up trumps. Good
- 5) No problem about getting funding for existing carpark. Our Civil Engineers will be interested in bidding for the work. It need resurfacing with new material - old stuff has been graded and rolled into oblivion. The road repair is not included in the £8k. The new mtb carpark has been OK'd by Michael Wall as part of my strategy, but I'd need to get it marked out to make the most of the topography - I don't want a huge rectangle of open space, more 3-4 car bays with natural veg/trees in between.
- 6) OK to use quarry stone.
- 7) Agree about changing posts & wires to something 'softer' and more in keeping. If RM can provide a professional written assessment on headed paper, then OK. If he feels uncomfortable with that, OK, I'll just get FC engineers to check it out.

And finally, I'd like to sort out an agreement with CVDG on who has responsibility for the various aspects of the work, and what happens once each part of the works is finished. I am content to accept responsibility for the finished infrastructure, so as we discussed already will need to approve all docs to do with tendering, the contractor, methods of work etc.

But we should agree handover, and the format for CVDG to assist with future management of trails - eg monthly checks. There is a danger that both sides 'assume' the other knows about or has accepted something, or worse, something goes wrong, and it turns out we haven't clarified all the grey areas.

I'll draft something to discuss with you over the next couple of weeks.

Thanks

Rena

-----Original Message-----

From: Niall [mailto:niallt@████████████████████]
Sent: 14 April 2005 17:31
To: rena.tarwinska@forestry.gsi.gov.uk
Subject: RE: Carron Valley - needs reply 15.4 or so

Rena

Mark has subsequently indicated that their money is for trails and not the carpark. I doubt very much If we'll have a spare £8k anyway however, CVDG is still happy to get the funding for this as a separate exercise. We are about being fully inclusive after all so it helps us politically I guess.

Naturally I'd like to add the /a mtb carpark to this as it seems illogical to resolve

one problem whilst ignoring another.

Thanks

Niall

-----Original Message-----

From: Niall [mailto:niallt@████████████████████]
Sent: 11 April 2005 15:10
To: 'rena.tarwinska@forestry.gsi.gov.uk'
Subject: Carron Valley

Hi Rena

Hope you had a good break.

Sorry, bit of a long one but I need to cover quite a few matters with you and e mail is easier:

1. We're not comfortable with the previous methodology used for producing Bill of Quantity information for FC mtb trail construction projects and dont consider it robust enough for our needs / protection. To this end, we're also using our own QS to fully survey the trail Paul has set out, to produce a detailed BOQ. This will take another week or so but meantime we're drawing up the tender doc.
2. I should have the draft of the tender doc to you by early next week and I'm confident it will exceed all your requirements. We are hoping that you can review this in time for us to send the tender out by Fri 22nd. Sorry to push you - does this sound feasible?
3. As you know I received some contractors names from Andy Malcolm. I've thanked him for this but all were known to me via yourself (incidentally I was advised against using Maclartey by 3 separate parties)
4. Mark Forrest has come back to me and confirmed that NLC wil put up £3.3k contingent on yourselves and SC doing likewise. I know you have already confirmed - we are still awaiting confirmation on SC position. Until we see the tender returns we cannot predict how much of this we might need.
5. On a related matter, we are concerned about the car park issue. The one surefire outcome of the new mtb trails will be an increase in traffic. Aside from the fact it looks so unwelcoming - on a practical level, the road is becoming almost undriveable in places. If we can avoid touching the additional funds for the trail construction then the most obvious place to spend it is on the carpark and some signage. Either way, we would like to see this done and we are prepared to raise funds for this if necessary. Presumably the road needs ploughed up and re rolled and similarly the current carpark would get the same treatment and also enlarged? I know you have budgeted £8k - it would make sense to incorporate this as an EO item within the tender? As soon as the tenders are back we could decide if the group needs to raise additional funds to deal with the car park. This being the case we would also like to raise money for a mtb specific carpark as the trail exit point now provides the practical logic for doing so. Clanranald and the other forest users have to dovetail into the overall scenario and as we have previously discussed we just want to see this fitting within your Rec Strat and in a way everyones wishes can be met. Can you give me a view please?
6. Paul and the QS have indicated that some of the bottoming will be sourced from local burrow pits (quite common obviously)but that the main bulk can in fact be sourced from the existing quarries with the necessary excavation and transport plant. Only the top dressing (30mm to fine) would thus be imported. Obviously with our relative inexperience we've hitherto assumed it was either crushed on site at a cost of £20k or 100% imported. This option will mitigate cost, vehicle movement etc. Basically, I'm asking for your approval to source this. We would obviously measure what was extracted and this would be reflected in the FC contribution figures to the project (if that was your wish)

See cut and paste from Jamie on this:

'With regard to the stone from the quarries, taking the total trail length to be constructed as being 2985m by say on average about 1m wide and say average depth 0.15m

and allow 2.24 (about right for 3" down for density factor) equals about 1000 tonnes or 448 cubic metres. Not a huge amount. That figure should be not far away. It will be a damn sight cheaper to quarry this locally rather than to buy in, buy in price about £8:00 per tonne agin say about a £1 to £1.50 per tonne to dig and transport locally from the forest quarries.'

7. Do you want Ruairidh Munro to give you a view on the concrete bridge over the culvert on the final descent? (he's a structural engineer) It looks typical of the era (overbuilt) but I know you'll want to check it. Also, from a H&S perspective we'd prefer to remove the cast iron posts and wires and replace with timber uprights and rails.

Thanks and regards

Niall

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