

**CARRON VALLEY FOREST PARTNERSHIP**  
**PROJECT PLAN TEMPLATE**

Project Title

MTB trail extensions and enhancements – Phase 2, Blue-Grade Trail

Objectives

This phase will enhance 2 of the current 4 sections of Singletrack ('Pipedream' and 'Cannonball Run') to create the partial completion of a Blue-Grade Circuit:

- To enhance the quality and length of the current MTB circuit by replacing forest road sections (which have relatively steep climbs) with purpose built Singletrack which have more gentle climbs suitable for Blue-Grade riders.
- To provide spectacular views out across the loch, to open up views of 'Slachristock Waterfall' within this circuit and to do so within an overall level of Blue-Graded Trail.
- To improve safety for forest users by removing the need to cycle on forest roads. Instead, riders will ascend/descend on managed, maintained trails with predictable gradients and features.

Linked Objectives

Phase 2 is an integral part of a three phase plan for the Blue-Trail. The aim of the third and final phase is to bring "Cannonball run" and "Pipedream" back within an overall Blue-Grade and to enhance these in turn with further new trail to provide an exciting Blue-Graded circuit which has' it's own' final descent.

The remaining 2 existing sections of the current trail ('Eas Dubh' and 'The Runway') would be integrated within a future Red Trail – respectively forming the start and end of the Red Trail. This will be covered under a separate project plan to be submitted to The CVP shortly.

Location

**Figure 1 – Location of the proposed trails**



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## Specifications

Under the Terms of CVDG Phase 1 contract, W B Grieve Ltd remain under contract to CVDG until October 2006. The general trail specifications and relative costs (see FCS contribution of quarried stone) will be per the original contract and a variation order or orders will be issued to Grieves to proceed with the following works packages:

- **Trail A:** To provide 550m of Blue Graded, purpose built **Singletrack ascent** from the Dam to the start of the current Singletrack ascent (Pipedream.) This trail will be designed to allow a bridge to be added post construction - within a pre determined 'crossing zone.' This crossing zone will permit a proposed Green graded trail to pass underneath the Blue ascent trail on the Green Trail's return leg to the proposed MTB carpark.
- **Trail B:** To provide 810m of Blue Graded, purpose built **Singletrack ascent** from a point immediately before the top of the current Singletrack ascent, around and above the lower quarry and finally to a point immediately adjacent to the current middle trail descent (Cannonball) The works will leave a 100m spur which exits at the lower quarry. This spur will form the start of a proposed future Red Graded Trail which will link between Pipedream and what is currently the 'Top Trail' i.e the bottom of Eas Dubh. The Blue and Red trails would therefore share the same ascent until the trail forks just before the lower quarry.
- **Trail C:** To provide 210m of Blue Graded, purpose built **Singletrack descent** which starts from the end of the current middle trail ('Cannonball Run') to merge lower down with the ascent trail ('Pipedream') At present, and given the modest trail length, riders are doing multiple circuits of the trails (of which 'Cannonball Run' and 'The Runway' are proving to be the most popular) This link therefore provides a complete off road circuit which does not necessitate using The Runway. There will also be a 50 -80m spur to allow riders to turn off up to The Runway on their first or subsequent descents. In turn, the spur (which currently needs to exit on to forest road) will provide the start of a proposed future Singletrack ascent to an area above the Runway. The final leg of The Blue Circuit would then descend within an area East of The Runway to cross the most Easterly aqueduct bridge and down to the lower road.

### Notes:

- Outline permission from FCS for the 3 trails above plus a 4<sup>th</sup> Trail Section near the car park pre date the CVP



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## Project Leader

Carron Valley Development Group (CVDG)

## Permission for Works

Works carried out by Partners in the Forest will be the subject of an FCS Permission.

## Timescale

## Five week programme

- Commencement: 18th September 2006 (provisional)
- Completion of works: 23<sup>rd</sup> October 2006 (estimated)

### Costs

• Preliminaries*	£ 1241.50	
• Trail A	£ 7782.50	
• Trail B	£10975.50	
• Trail C	£ 3671.50	
• Trail Design & Site Management	£ 3726.00	
• Signage changes	£ CVDG	
• 1600t Quarried / crushed stone	£ Free Issue	<b>(£0000.00 FCS in-kind)**</b>
• Contingency	£ 155.50	
• Project Management	£ CVDG	<b>(£0000.00 CVDG in-kind)**</b>
<u>Total expenditure</u>	<u>£27552.50</u>	<b>(£</b>

(\* Also includes outline planning works for Phase 3)

### Funding

• North Lanarkshire Council	£14000.00	
• Stirling Landfill Tax Fund	£ 5000.00	
• Central Scotland Forest Trust	£ 8552.50	
• Forestry Commission Scotland**	£ Free Issue	<b>£</b>
• CVDG**	£ Free	<b>£</b>
<u>Total Funding package**</u>	<u>£27552.50</u>	<b>£</b>

**(\*\*Contributions included in bold)**

### Notes

- All figures are net of VAT

### Accounting Provision

FCS to pay all VAT invoices and re invoice CVDG net of VAT, for VAT purposes

### Management and Maintenance

#### CVDG, FCS

Owner: FCS

Organisation responsible for Management & Maintenance: CVDG, FCS

Minimum Maintenance Period: 12 months defects liability period (CVDG contract)

Other: Ongoing maintenance by agreement

Approval

Approved by the Partnership for the Annual Programme of Works .....  
(date)

Approved by Partners providing cash / in kind

Agreed by the Commission: ..... Signed .....  
(date)

Agreed by [Partner]: ..... Signed .....  
(date)

Agreed by [Partner]: ..... Signed .....  
(date)

Agreed by [Partner]: ..... Signed .....  
(date)

Certified as completed:

Project Leader ..... Signed .....  
(date)

Commission: ..... Signed .....  
(date)

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