Avonbridge to Braes High School Route

Feasibility Study

Prepared for Avonbridge and Standburn Community Council

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Produced by

Creative Management Solutions

Avonbridge to Braes High School Route Feasibility Study

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1. Introduction

- 1.1 In 2017, a wide-ranging community consultation exercise in the Avonbridge and Standburn district (located south of Falkirk in central Scotland) highlighted the priorities of most concern to local residents. Three of the issues most often raised were:
 - Road safety a perception that public roads in this rural area were dangerous for users, especially walkers and cyclists. The main road from Avonbridge to Standburn and onwards to Maddiston (B825/B805) is particularly hazardous, with no pavements outwith the villages, many bends, a 60 mph speed limit and a considerable amount of HGV traffic.
 - Public paths a widespread feeling that the area was poorly served by off-road routes for walking and cycling; something which is particularly frustrating for local people because only 5-6 km to the north, there is an extensive and award-winning core paths network in and around Falkirk.
 - Geographical isolation from Braes High School (the secondary school attended by the large majority of the district's young people) with a lack of public transport making it difficult for many of them to take part in after-school activities and study support. Candie – the most rural part of the district – has no bus services at all, whilst Standburn is served by only one bus every two hours.
- 1.2 Recognising these challenges, Avonbridge and Standburn Community Council established a working group of local volunteers known as ASATG (Avonbridge and Standburn Active Travel Group). ASATG seeks to address the need for safer functional and recreational access around and between the villages in the district, in particular exploring links to Braes High School and to the excellent network of off-road routes around Falkirk.

- 1.3 In early 2018, ASATG drew up outline proposals for a new route which could help to tackle each of the three issues listed above. The proposed Avonbridge-Candie-Standburn-Braes route would be around 10.5km long, using a mix of minor public roads, upgraded paths and new-build paths. This new route would:
 - Provide a safe route to Braes High School for young people from across the district (realistically, given the distances involved, this would mean cycling rather than walking).
 - Provide a safe off-road route to Drumbowie Primary School (located in Standburn) for children and parents from Candie.
 - Provide a safe route linking the whole district to the Falkirk core paths network (joining up at Maddiston) – this could be used for commuting to work, for other functional travel (e.g. shopping) and especially for recreation – there are onward links from Maddiston to the Union Canal, the John Muir Trail, Callendar Park, the Falkirk Wheel, Forth and Clyde Canal and The Helix.
 - Help to give a more 'connected' feel to the three communities in the district, which, despite their geographical proximity and similar challenges, tend to function independently of each other - a situation which is exacerbated by the current lack of physical links and which undoubtedly contributes to local residents' feelings of isolation.
- 1.4 These outline proposals were then discussed with Falkirk Council and Central Scotland Green Network, after which it was mutually agreed that a phased plan for the new route would be needed:
 - Phase 1 upgrade and construct circa 1.1 km of path between Candie and Standburn (this would be the 'missing link' which would make the entire route feasible).
 - Phase 2 minor improvements to the existing Standburn-Craigend core path (circa 0.75 km).

- Phase 3 upgrade circa 1km of the Craigend to Maddiston core path (the remainder of this section had already been upgraded by Sustrans in 2015).
- 1.5 ASATG realised that the creation of a new route like this especially Phase 1 would be a major undertaking, and that they would need external professional support not only to develop and cost the proposals, but also to consult with local people and the landowners over whose land the proposed new route would run.
- 1.6 Accordingly, in 2019, grant assistance was sought and obtained from Paths for All's 'Smarter Choices, Smarter Places' Fund and the EDF Renewables Burnhead Moss Community Fund. This funding allowed ASATG to commission independent consultants and in June 2019, Creative Management Solutions was appointed to provide these services.

2. Study Methodology

- 2.1 The Feasibility Study began with an inception meeting in June 2019 with representatives of the Avonbridge and Standburn Active Travel Group. This allowed the consultants to gain a fuller understanding of the scope of work required and ASATG's aspirations for the project.
- 2.2 It was explained that the study would be focussing principally on Phase 1 of the project, as this stretch of new and upgraded path was seen as the key element in delivering the whole route and lay wholly within the ASATG area.
- 2.3 It was also explained that there was insufficient funding available to carry out a comprehensive household survey across the Avonbridge/Standburn/Candie area (as had taken place during the Community Planning process in 2017) and so different methods of reaching local people were agreed. These would include:
 - An online and paper survey targeting Avonbridge and Standburn residents (in particular, parents of school-age children) during summer and autumn 2019.
 - An online and paper survey in autumn 2019, targeting Braes High School pupils.
 - A household survey targeting all homes in the Candie area during January and February 2020.
 - Face-to-face interviews with local residents attending community events during summer 2019.
- 2.4 The outcomes of these community consultations are described in detail in Section 4 of this report.
- 2.5 At the same time as the community consultations, discussions with local landowners and property owners were held. The outcomes from these discussions are described in Section 3 of this report.

| 2.6 | All of the information gathered was then collated and analysed, resulting in this |
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| | report, which was delivered to ASATG in April 2021. |
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3. Landowner Consultations

- 3.1 Phase 1 of the proposed route, the stretch between Candie and Standburn, would make use of an existing track through woods and other ground owned by two separate landowners Mr & Mrs Simpson of Candie Farm and Mr Williamson of Standburn. In addition, two separate property owners Mr and Mrs Newlands of Candie House and Mr and Mrs Tarrier of Candie Croft have access rights along the proposed route.
- 3.2 All of these people have been consulted in person about the proposals (Mr Williamson via his son-in law, acting as a proxy), Initially all those consulted were supportive of the proposal all be it in the case of Mr Williamson his support was somewhat reluctant. Mrs Simpson appeared supportive and took the time to walk the entire section with us to review works that might be required along the length of the proposed path. They did, however, raise some specific matters which will need to be addressed:
 - Preferences were expressed about the desired specification of the new path. Accordingly, the construction tender documents (see Appendix A) try to reflect each of these preferences, which include tarring the southernmost section of the route and additional drainage works. This will add a fair amount to the costs (see Section 5). Each of the consultees will have to be spoken to again before the project works are tendered, to ensure they are content with the finalised specifications.
 - Fencing arrangements through the northernmost section of the route have still to be finalised. The proposed route runs through the centre of a field and the optimal solution would be to have the new track fenced on both sides, thus creating a safe and enclosed pathway. However, this would in effect split the field in two and the landowner will need to be convinced that this arrangement will benefit him as well as path users.
 - There were concerns expressed about the existence of a possible badger sett on the proposed route. This has now been investigated (see Section 5).

- There was a concern that the newly upgraded path might lead to members of the public using the agricultural track at the southern end for access and parking causing problems for the property owners accessing their own properties. Some attention to advisory signage will be required to the effect that vehicle access is for authorised vehicles only.
- One property owner flagged up a concern about water run off on short relatively steep section of path at the southern end. From a technical perspective this can be addressed with cross drains installed at regular intervals along the steep section to channel surface water off the track. Careful consultation with the property owner is recommended to ensure that they are comfortable with the proposed solution.
- 3.3 The intention had been to carry out a further round of consultation with landowning interests once the outline design of the path had been drawn up to provide the landowners to input to the final design and specification. At this stage, however, Mrs Simpson indicated that she had had a change of heart and that she was no longer interested in seeing the path through her land upgraded or promoted. It is understood that she had spoken with other landowners and residents in the district who had raised her fears of fly tipping and illegal use by motor cycles and that these concerns could not be allayed through changes to the design of the path entrances. At this stage, therefore, whist a path upgrade is technically feasible there is no prospect of securing landowner consent for the works to be carried out.

4. Community Consultations

- 4.1 This section describes the community consultation work carried out between June 2019 and February 2020.
- 4.2 As described in Section 2, three different but related community surveys were drawn up, each of them available online and on paper. The over-riding purpose of each survey was to establish baseline information against which progress could be measured in future. Respondents were given the choice to remain anonymous, and a large majority did so only a few provided their contact details.
 - Survey 1 was aimed principally at adults, especially those with school-age children. It sought to find out about people's current travel habits, identify their knowledge and attitudes (especially about perceived barriers to walking/cycling), and their potential willingness to adjust their mode of transport when making local journeys (either functional or leisurerelated).
 - Survey 2 was aimed entirely at pupils currently attending Braes High School. It sought specifically to establish their propensity to use a proposed new 'Safe Route to School' for walkers and cyclists which would link Avonbridge, Candie, Standburn and Maddiston.
 - Survey 3 was aimed entirely at households in the Candie area, and specifically asked them about the proposed upgrade of the path between Candie and Standburn.

Survey 1

4.3 This survey was used for the first time at a community event in Avonbridge on Saturday 20 July. This was a "Fun Day" organised by Avonbridge Community Hall, with a variety of family-friendly activities and a focus on cycling. Around 25 face-to-face interviews with local residents were carried out on the day.

- 4.4 A second community event in Standburn on Sunday 4th August was attended, but the occasion was unfortunately abandoned, due to bad weather, before any face-to-face interviews could be carried out.
- 4.5 After the school summer holidays, a letter was issued to the parents/carers of children attending Avonbridge and Drumbowie Primary Schools, requesting that they complete the online version of the survey.
- 4.6 During September, parents/carers of all children from the Avonbridge/Standburn/Candie area attending Braes High School were asked via email to complete the online survey. There was also a supporting article in the school newsletter. The staff at Braes High School were most supportive and helpful, but their communications with parents were not as well targeted geographically as had been hoped, and consequently a considerable number of returned surveys had been completed by respondents living outside the Avonbridge/Standburn/Candie area (their responses have nevertheless been included in the analysis below, as they provide useful insights into travel habits in the neighbouring villages).
- 4.7 These methods resulted in a total of 72 completed surveys. The results are as follows:

Q.1 Where do you live?

Avonbridge Village - 25%

Standburn Village - 1.4%

Neighbouring villages - 73.6%

Q.2 In the box below, please briefly describe the four short journeys you most often make around the Avonbridge/Standburn/wider Falkirk area - where you go, how often, and for what reasons. So, for example, you might answer, "Journey 1: I walk my child to Avonbridge Primary School every school day. Journey 2: I drive my car to work in Falkirk five days a week. Journey 3: I drive to the supermarket in Polmont about twice a week. Journey 4: I catch the bus to visit my sister in Standburn every Saturday."

On average, each respondent provided details of 3.1 local trips – a total of 225 trips. It should be noted that the percentages below only show the different

types of journey taken and do not necessarily reflect the <u>number</u> of journeys taken (for example, someone driving to work five days a week is counted as one trip and someone driving to visit a relative once a week is also counted as one trip)

Drive to shop(s) - 25.5% of all trips mentioned

Drive to work - 19%

Drive to reach sports/leisure activities (adults or children) - 15.5%

Drive children to/from school - 10.5%

Walk with children to school - 8%

Drive to visit friends/family - 4.5%

Walk for leisure - 4%

Drive on functional trips (e.g. to doctor) - 3%

Drive to railway station - 2.5%

Walk to shop(s) -2%

Walk to railway station - 1.5%

Walk to visit friends/family - 1%

Walk to work - 1%

Bus to shop(s) -0.5%

Bus to school - 0.5%

Cycle to school – 0.5%

When the answers provided by residents of the Avonbridge/Standburn/Candie area are separated out, the results are as follows:

Drive to shop(s) - 25.5% of all trips mentioned

Drive to work - 25.5%

Walk with children to school - 15%

Drive to reach sports/leisure activities (adults or children) – 13%

Drive children to/from school - 10.5%

Walk to shop(s) - 4%

Bus to school - 2%

Cycle to school - 2%

Drive on functional trips (e.g. to doctor) - 2%

Q.3 If you use a car, van, bus or motorcycle to make your 'Journey 1', please answer this question. Would you ever consider making your 'Journey 1' by walking or cycling? Write 'Yes' or 'No' in the box below and, in a few words, explain why you have given that answer.

Yes - 22.5%

Perhaps/Sometimes - 11.5%

No - 66%

Reasons given for saying "No":

Not enough time - 24.5%

Too far - 20.5%

Road safety concerns - 16.5%

Can't carry shopping - 12%

Big hills - 8%

Health reasons - 4%

Personal safety concerns - 4%

Not specified - 10%

When the answers provided by residents of the Avonbridge/Standburn/Candie area are separated out, the reasons given for saying "No" are as follows:

Too far - 44.5%

Not enough time - 22%

Can't carry shopping - 11%

Health reasons - 11%

Need car for work reasons - 11%

Q.4 If you use a car, van, bus or motorcycle to make your 'Journey 2', please answer this question. Would you ever consider making your 'Journey 2' by walking or cycling? Write 'Yes' or 'No' in the box below and, in a few words, explain why you have given that answer.

Yes - 25%

Perhaps/Sometimes – 3.5%

No - 71.5%

Reasons given for saying "No":

Can't carry shopping - 34%

Too far - 29.5%

Not enough time - 20.5%

Not specified - 7%

Road safety concerns - 4.5%

Health reasons - 2%

Personal safety concerns - 2%

When the answers provided by residents of the Avonbridge/Standburn/Candie area are separated out, the reasons given for saying "No" are as follows:

Too far - 40%

Can't carry shopping - 40%

Road safety concerns - 6.5%

Not enough time - 6.5%

Car is more convenient - 6.5%

Q.5 If you use a car, van, bus or motorcycle to make your 'Journey 3', please answer this question. Would you ever consider making your 'Journey 3' by walking or cycling? Write 'Yes' or 'No' in the box below and, in a few words, explain why you have given that answer.

Yes - 26%

Perhaps/Sometimes - 8%

No - 66%

Main reasons given for saying "No":

Too far - 28.5%

Not enough time - 28.5%

Can't carry shopping - 20%

Road safety concerns - 8.5%

Big hills - 6%

Unspecified - 6%

Personal safety concerns - 3%

When the answers provided by residents of the Avonbridge/Standburn/Candie area are separated out, the reasons given for saying "No" are as follows:

Can't carry shopping – 44.5%

Road safety - 33.5%

Big hills - 11%

Too far - 11%

Q.6 If you use a car, van, bus or motorcycle to make your 'Journey 4', please answer this question. Would you ever consider making your 'Journey 4' by walking or cycling? Write 'Yes' or 'No' in the box below and, in a few words, explain why you have given that answer.

Yes - 16%

Perhaps/Sometimes - 3%

No - 81%

Main reasons given for saying "No":

Too far - 36%

Not enough time - 24%

Can't carry shopping - 24%

Unspecified - 16%

When the answers provided by residents of the Avonbridge/Standburn/Candie area are separated out, the reasons given for saying "No" are as follows:

Q.7 Age Group

Under 18 - 1.5%

18-39 - 22%

40-64 - 74%

65 or over - 3%

Q.8 Household Composition

I live alone - 0%

I live with a spouse/partner only – 7%

I live with one or more children aged under 18 - 90%

Other - 3%

Survey 2

4.8 Pupils at Braes High School were originally asked to complete this survey online during September. However, this did not result in many completed surveys, and so paper copies were then made available to each of the 40 pupils resident in the Avonbridge/Standburn/Candie area. A total of 12 completed surveys were received – a healthy 30% response rate. The responses were as follows:

Q.1 Where do you live?

Avonbridge Village - 69%

Standburn Village - 15%

Candie area - 8%

Neighbouring villages - 8%

Q.2 How do you usually travel between your home and Braes High School?

I walk to the bus stop and then take the school bus – 66.5%

I travel by car to the bus stop and then take the school bus - 16.5%

I travel by car straight to school – 16.5%

I walk or cycle straight to school - 0%

Q.3 The 'Safe Route to School' that is being proposed would start from Avonbridge and go along the public road towards Candie, before heading up to Standburn. The Route would then go through Standburn Community Park towards Maddiston and onwards to Braes High School. The entire route would either be on quiet public roads or newly-built surfaced tracks suitable for cyclists and walkers. Do you like the sound of this new route?

Yes, that sounds like a good idea – 8.5%

No, I don't think that sounds like a good idea – 66.5%

Unsure/don't know - 25%

Seven unprompted comments were given to this question. Two raised concerns about personal safety and two referred to the perceived long distance covered by the Route.

Q.4 From what you've now heard about this new Safe Route, do you think you might ever use it to walk or cycle to school?

Yes, I'd consider using it - 8.5%

No, I don't think I'd ever use it – 66.5%

Unsure/don't know - 25%

Seven unprompted comments were given to this question. Four referred to the perceived long distance covered by the Route and two respondents suggested they might use it if the weather was good.

Q.5 Do you think you and/or other family members might ever use this new route for other reasons? (e.g. for recreation or to safely walk or cycle to the Polmont/Maddiston/wider Falkirk area?)

Yes, I'd consider using it - 25%

No, I don't think I'd ever use it – 41.5%

Unsure/don't know - 33.5%

One respondent suggested the route could be used to walk to Polmont railway station, two felt it could be used for recreation and one said their family was already using it.

Q.6 What, if anything, do you think would be the main benefits - to you or anyone else - of having a new Route like this?

Five respondents answered this question. Three raised the possibilities of walking along the new path to visit their friends and two mentioned the road safety benefits.

Q.7 What, if anything, would dissuade you from using a new route like this?

Eight respondents answered this question. Six mentioned either the length of the route or the time it would take to get to school as dissuading factors, one mentioned personal safety concerns, and one mentioned the path being muddy.

Survey 3

4.9 For this survey, a paper questionnaire was delivered to all 25 households in the Candie area. A covering letter explained the reason for the survey, and also gave households the chance to complete the survey online. A total of 16 completed questionnaires were received (a very good 64% response rate). The responses were as follows:

Q.1 Have you ever used the current right of way between Candie and Standburn? (multiple answers possible)

Yes, for walking/running - 69%

Yes, for cycling – 12.5%

Yes, for horse riding – 12.5%

No - 25%

Q.2 When was the last time you used this right of way?

Within the last month - 31%

Within the last year - 31%

Longer ago – 37.5%

Q.3 How often do you use this right of way?

Once a week or more - 6%

Once a month or so - 25%

Once or twice a year - 25%

Less frequently - 44%

Q.4 The upgraded path that is being proposed would create a surfaced, well-drained track just over 1 km long, going through the woods and fields between Candie Farm and the western end of Standburn. Do you like the sound of this new route?

Yes, that sounds like a good idea - 81%

No, I don't think this sounds like a good idea – 19%

Seven unprompted comments were included with the answers to this question: six of these were supportive and the seventh asked a question about fencing along the proposed new route.

Q.5 From what you've now heard about this new path, do you think you and/or other members of your household might ever use it? (multiple answers possible)

Yes, I/we'd definitely use it for recreation – 62.5%

Yes, I/we'd definitely use it for other purposes - 12.5%

Yes, I/we'd consider using it for recreation – 19%

Yes, I/we'd consider using it for other purposes – 12.5%

Q.6 Do you think you and/or other members of your household might ever use this new route as part of a longer journey (e.g. to safely walk or cycle to join the paths network in the Polmont/Maddiston/Falkirk area, or as part of a Safe Route to Braes High School?

Yes, I/we'd consider using it – 75%

No, I don't think I/we'd ever use it - 19%

Unsure/don't know - 6%

Twelve unprompted comments were included with the answers to this question: eleven were positive (mainly talking about the opportunities for taking longer cycle rides) and the twelfth stated that their usage would be dependent on horse riding access being extended into Drumbowie Park at Standburn.

Q.7 What, if anything, do you think would be the main benefits – to you or anyone else – of upgrading this right of way?

Ten answers were provided to this question. Eight mentioned the safety benefits which would be created by an off-road route; two mentioned the benefits of upgrading the current muddy and overgrown path; two mentioned the value of having a safe route to the bus stop in Standburn, one mentioned health benefits; and one less positive answer felt that money could be better spent on other projects benefitting local residents.

Q.8 What, if anything, might dissuade you from using an upgraded path like this?

Nine answers were provided to this question. Two expressed concerns about personal safety on an isolated path, and two others were concerned about the path being unlit (which might also relate to personal safety concerns). One respondent was worried that the new path might be too rough to use, and one was worried about usage by motorbikes. One would not use it if there was no

onward access into Drumbowie Park for horse riders, and if the field section was not fenced off from livestock.

Q.9 If you have any other comments or ideas, please write them below.

Seven respondents answered this question, as follows:

"A great idea."

"I would like it made very clear that there must be no motorbikes or other 'noisemaking' things using the route, as we love the serenity of this area around our house. Also, dogs must be on leads as we have free range hens and must protect them. We welcome the use of the route, but the area must be respected."

"We already have a path on the lower Candie road on the old railway - should use that for bicycles and let walkers walk in peace."

"The road conditions are very poor within Candie with numerous pot holes. Perhaps the Active Travel Group could liaise with the council about getting the road surfaces better improved so that residents can cycle, walk and drive without having to dodge the large holes in the road which are a danger particularly in the recent heavy rain. They become filled with water and are not visible."

"Good path construction, including adequate drainage, is vital for its usability long term, sadly this has not been the case previously in some local path building and despite huge construction costs the paths have quickly fallen into disuse due to the poor surface. Path should ideally be finished with a surface like whin for multi-use as has been done very successfully in Callendar Estate."

"1) I don't ride a horse, but horse friendly gates are also easier for bikes. 2) Building it is only the first part. It would be nice to think that it could be maintained. However, if there was a choice between getting it built and worrying about maintenance later, or not building it at all - then I would obviously go for the former!"

"It would be great to extend this scheme to reach the canal or Muiravonside Country Park. Access to the Helix complex or Callendar Estate would be excellent news for Candie residents. Road safety in the Candie area is of grave concern, recent housing developments have led to an increase in the amount of traffic travelling at speed on narrow single-track roads and there are no footpaths."

Analysis of Findings

- 4.10 The surveys were successful in reaching their main target audience 92% of all respondents of Surveys 1 and 2 had school-age children in their family groups. As such, the findings are robust for this demographic, though it cannot be inferred that they are representative of the communities as a whole.
- 4.11 Residents of all the Braes communities are heavily reliant on private cars to carry out their most regular short trips. There is no statistically significant difference in this regard between Avonbridge/Standburn/Candie and the other Braes communities.
- 4.12 Other than school buses, only one respondent to Surveys 1 and 2 mentioned using a local bus service, and (other than one child cycling to primary school), none at all mentioned cycling.
- 4.12 Walking, either for functional purposes or for recreation, is also something of a minority pursuit, accounting for just over one in six of all trips listed and almost half of these were parents taking their children to and from school. (It is of course likely that more people do walk from time to time, but very few respondents listed trips made on foot as being amongst their most frequent short journeys).
- 4.13 Perhaps the most surprising finding is the prevalence of short shopping trips taken by car. Not only are shopping trips the most common type of journey being taken even more frequent than journeys to work they are also cited as a major reason why cars are needed in the first place. Residents of Avonbridge/Standburn/Candie were statistically more likely to mention their inability to carry bulky shopping as a barrier to them walking or cycling. The

- supermarkets in Polmont were the most regularly-mentioned shopping destinations.
- 4.14 Surveys 1 and 2 both revealed that there are some (largely understandable) barriers to be overcome if more walking and cycling trips are to be attained. In no particular order, these barriers include:
 - The perception that it is 'too far' or would 'take too long' to reach Braes High School. Whilst it is true that Avonbridge to the school (around 11km using the proposed new route) is too far to walk, it would only take around 30 minutes by bicycle not notably longer than it will take most pupils to walk to the bus stop, wait for the school bus and then take the 13-minute bus journey. This is even more the case for pupils from the Candie and Standburn areas (the latter being only around 12 minutes' cycling time from the school).
 - Road safety fears unsurprisingly, a significant number of respondents mentioned the current hazardous roads (and drivers) which are a longrecognised issue in the Braes communities. This just serves to illustrate the need for additional off-road routes.
 - Personal safety fears quite a number of parents and young people expressed concerns about using the new off-road route, citing that sections of it are isolated and have a history of anti-social behaviour.
 - Practical concerns though it is not apparent from the abbreviated findings shown above, many respondents raised some practical disincentives to them walking or cycling more often – these included dark winter nights, poor weather and (especially) the steep hills which characterise this part of Scotland
 - Though the surveys did not specifically ask where people worked, a
 considerable number of respondents volunteered this information and it is
 clear that their workplaces are generally too far away from home to make
 walking or cycling a viable alternative to the car.
 - Busy lifestyles it is clear from the responses received that many families have busy lives which include not only parents working and children attending school, but also participating in a wide range of after-work and

after-school activities which take place in other locations. Respondents painted many pictures of cars shuttling between workplace, school, sports clubs and supermarkets on a daily basis. These sorts of complex travel patterns would not be feasible without a car.

- Amongst most school pupils, there is a clear mindset which says, "I can get
 a free school bus every day, so why would I ever consider walking or cycling
 to and from school?"
- 4.15 The findings of Survey 3 are notably different to those of Surveys 1 and 2. They indicate that residents of Candie already have a much greater propensity to walk and cycle than do residents of Avonbridge and Standburn, and that they would do even more walking and cycling if the path were upgraded: 75%-80% of Candie residents stated that they would use an upgraded path to and from Standburn (in contrast, no Standburn residents said they would use the path to reach Candie). The Candie residents, perhaps unsurprisingly, have a much higher awareness of the existing right of way to Standburn than residents living in the wider area.

5. Path Feasibility Study and Indicative Costs

Route Assessment

- 5.1 An initial brief visual survey of the Phase 1 route between Candie and Standburn was undertaken in July 2019, and this was followed by a more detailed site visit and assessment in August. This second visit was conducted in the knowledge of the various thoughts and ideas which had been expressed by the landowners affected.
- 5.2 The route is a recognised Public Right of Way and forms part of the Falkirk Core Path network (core path reference 022/944) and which is currently signposted as such from both ends.
- 5.3 From south to north, starting from the minor public road at Candie Farm, the proposed route makes use of an existing tarmac and hardcore farm track, which then becomes a grassy path as it passes through woodland for circa 700 metres before traversing a large field used as rough pasture. After c 330 metres traversing this field, the route reaches the B825 at the western edge of Standburn village.
- 5.4 In terms of topography, the proposed route has only minor undulations. Its elevation ranges from 175 masl (metres above sea level) at the southern end to 162 masl at the northern end. The highest point is 178 masl and the lowest point is 151 masl. There is a short relatively steep section at the southern end but otherwise the path is relatively level, making the route suitable for walkers and cyclists of all ages and abilities.
- 5.5 The only watercourse crossed along the route is a small culverted burn at around the halfway point meaning that no bridges would be required.
- 5.6 Drainage along the route is reasonably good, with some existing ditches (which would need to be upgraded). New ditches/piped culverts will also be needed in places where there are 'soft spots' and also to divert surface water off upgraded path. (NB however that this was a summer survey: user feedback from winter 2019-20 reported very muddy and boggy conditions along the route).

- 5.7 Trees along the route appear to be in reasonable condition from a public safety perspective, though some pruning of branches and hedgerows will be required.
- 5.8 An inspection of the suspected badger sett was carried out. It is a fairly large hole but did not present any immediate evidence of badger occupation. Nevertheless, a surveillance camera trap was installed between 27th July and 12th August 2019. The camera footage was reviewed thoroughly and no evidence of any badger occupation was found. Therefore, subject to confirmation that no badger licence is required, this hole could simply be infilled as part of the path construction works. (As an aside, the camera surveillance showed virtually no members of the public using the existing Right of Way).

Proposed Path Description

Starting from Candie Farm, the path would begin with a splayed and drop 5.9 kerbed tarmac entrance point joining the public road, making use of the existing stone gate pillars and walling to create a welcoming entrance feature. A tarmaced 3.2 metre wide roadway would proceed northwards for 68 metres. Thereafter the specification would change to an 'Ultitrec' or similar recycled aggregate finish. This is seen as a more appropriate surface finish for countryside paths providing a semi-sealed hard-wearing surface but with a softer appearance than tarmac. On entering the woodland area, the path narrows to 3m but with the same 'Ultitrec' finish (the width determined by the space available between the adjacent hedgerows) The path continues for 406m through the woodland before entering a grazing field. Here the path widens again to 3.2m and runs through the field to Standburn for a further 430m. A splayed tarmacked entrance with drop kerb would complete the path at Standburn. Also proposed at Standburn is a drystone wall entrance with cemented on coping stones intended to create a welcoming entrance feature.

Route Signage Proposals

5.10 It will be important to ensure that the new route is clearly and attractively signposted, to maximise public awareness and usage. A signage strategy using metal "rights of way" blades is proposed as this is consistent with the style of signage used in Falkirk for directional signage for core paths where they join to

the public road network. It would also be consistent with the signage used for the River Avon Heritage Trail. However, the design of the blade could be in a different colour and incorporate a trail logo to give greater prominence to the route. Details of the signage and the proposed locations are provided as part of the design bills.

Costs

- 5.11 The costs shown below are indicative estimates which are subject to further adjustment as and when final specifications for the new path are agreed, and could also reduce if lower estimates from contractors are received.
- 5.12 The specifications and assumptions used to produce these costs can be seen in Appendix A. Whilst a detailed spreadsheet itemising each cost has been prepared, it is perhaps more helpful at this stage simply to summarise the headline figures:

Pre-tender costs

| Service Checks | £1,500 |
|--------------------------------------|--------|
| Environmental Survey | £5,000 |
| Badger Licence (may not be required) | £5,000 |
| Path Construction Works | |

| Contract Preliminaries Path Construction Signage Allowance Project Contingencies | £3,215 £130,346 £5,500 £5,900 |
|--|--|
| Project Management | £12,350 |
| TOTAL | £168,811 |

5.12 It should be noted that all path specifications have been costed using highquality materials and approved construction techniques, thereby increasing the path's longevity and minimising maintenance costs in future.

6. Conclusions and Next Steps

- 6.1 ASATG commissioned this Feasibility Study for two main reasons: (a) to provide some robust and independently-sourced information about local reactions to its proposals for a new route linking Avonbridge to Braes High School, via Candie and Standburn; and (b) to obtain specialist advice about the technicalities and costs of constructing Phase 1 of the new route.
- 6.2 It is clear from all of the local consultations that, at present, the residents of the Braes (excepting the Candie area) have a generally low propensity to walk and cycle. The consultation findings have certainly provided baseline evidence of current 'active travel' participation levels and the unfortunate situation is that those levels are very low.
- 6.3 It would seem that considerable cultural and lifestyle changes will be needed to make walking and cycling more mainstream. Such changes will not happen overnight, but the provision of new off-road routes such as the one proposed will undoubtedly help to change attitudes and perceptions. Removing perceived obstacles to active travel (e.g. fears about road safety) is one step towards increasing walking and cycling levels.
- 6.4 However, 'hardware upgrades' alone will not change long-standing behaviours. It is now fully two generations since family car ownership became commonplace, and, particularly in semi-rural areas like the Braes which have few services of their own, the surveys showed that residents have become almost entirely reliant on cars (and school buses) to carry out daily tasks such as shopping and travel to work and school.
- 6.5 How should this dilemma be addressed? One potentially encouraging finding is that a significant number of families in the area currently take part in sports and recreation, and though at present these are generally accessed via car journeys, at least there is an existing propensity towards physical activity (NB that at least 25% of the young people surveyed felt that a new Safe Route to School would also be used for recreational purposes). Perhaps one way forward would be to promote the new off-road paths as recreational routes in the first instance, in the hope that over time, greater usage for such pleasurable

activities would help to remove the mental barriers and negative perceptions about 'functional' day-to-day cycling which currently exist.

- 6.6 Turning now to the technical side of this study, the positive news is that there appear to be no physical impediments which would prevent or inhibit the construction of a well-specified walking and cycling path along the route proposed. However not all the landowners and property owners who would be affected are supportive and without a change in their position there is currently little prospect that the path upgrade can proceed. Whilst the local authority does have statutory powers to make a Path Order the process is lengthy and expensive. Further more the lack of overwhelming support from the community for the path to be upgraded and the fact that whilst landowner support for the path to be improved is not forthcoming there is no impediment for the public to use the path in its current condition. Given the above it seems unlikely that the Council would be willing to consider progressing a Path Order
- 6.7 Even with full support from landowners the main challenge will be finding enough funding to progress the project. New paths are not cheap, especially if constructed to a high standard, and though there is a high level of support for the idea from Candie residents, the fact is that there are only 25 households in that area, and it may be difficult for ASATG to produce evidence of more widespread public need for Phase 1 of the new route. Perhaps greater efforts could be made in Standburn to raise awareness and usage of the core path southbound. With limited community buy in to the project it is perhaps premature to be approaching possible funders. If the project were to proceed in the future possible sources of funding are as follows;
 - Scottish Landfill Communities Fund. This was previously administered locally through the Falkirk Environment Trust but is now managed on a Scotland wide basis by the Scottish Environment Protection Agency.
 - Sustrans. Places for People Programme which would need to be applied for in partnership with Falkirk Council
 - National Lottery Community Fund
 - Climate Challenge Fund

- Foundation Scotland Burnhead Moss Windfarm (specific to the Avonbridge and Standburn communities
- Sport Scotland Cycling Facilities Fund
- Post Covid 19 funding. Although no specific funding is available political commitments to invest in the green economy may provide future funding opportunities.

At the time of writing not all these funds are open to new applications but would be worth further exploration if the project were to proceed.

6.8 It is disappointing that having established that a route upgrade is technically feasible the project is currently unable to proceed beyond the feasibility stage. However, we hope that this report provides the basis for a proposal to develop the project once circumstances change.

The change of heart by one landowner seems to have coincided with the third, leaflet consultation of Candie residents. One lesson learned from this is that ASATG needs to be careful to keep records of landowner discussions and to regularly keep them in the loop, but not to the point of being too formal or over bearing.

9th April 2021

APPENDIX A - TENDER DOCUMENTATION (draft)

| | NAME OF TENDERER | |
|---|------------------|--|
| £ | CONTRACT AMOUNT | |

TENDER DOCUMENTS FOR

CM SOLUTIONS

Standburn Path Improvements

Proposals

CONDITIONS OF CONTRACT

PREAMBLES

BILLS OF QUANTITIES

SPECIFICATION

and TENDER FOR THE SEVERAL WORKS

Job No.:- AVO001AD

Client

Avonbridge and Standburn Community Council

Contract Administrator

CM Solutions Callendar Estate Office Slamannan Road Falkirk FK1 5LX

This Bill to be filled up sealed and endorsed 'Tender for Proposed Standburn Path Improvements Contract' and lodged with CM Solutions, The Estate Office, Slamannan Road, Falkirk not later than 12:30hrs on []. Any offer received after the time and date stated may not be considered.

CM Solutions: Standburn Path Improvements

Job No.:- AVO001AD

Guidance Notes to Prospective Tenderers

1. You are invited to tender for the project detailed in the attached documents for the proposed:

Project: CM Solutions: Standburn Path Improvements

Two copies of the documents are supplied herewith.

2. Tenders and completed Bills must be lodged timeously not later than

[]

addressed to: -

CM Solutions The Estate Office Slamannan Road FALKIRK FK1 5LX

Tenders must be returned in the envelope provided which must bear the enclosed pre-addressed label. The envelope, or any franking thereon, must not bear any marks, sign or reference which might indicate who the tenderer is. When using Parcel Force Datapost tenderers' should ensure that the Post Office allows the requirements for insertion of a sender's name to be waived.

3. This Tender Document comprises pages in numerical sequence and the Contractor shall check the number of each page and if any are missing or duplicated, or if any word, letter of figure is indistinct, he shall at once notify the Contract Administrator.

No alteration shall be made in the text of the Tender Document unless expressly instructed in writing by the Quantity Surveyor at any time before the tender is submitted.

The priced Bills of Quantities submitted by ALL Contractors will be examined by the Contract Administrator to detect errors in the computation of the tender. In the event of the discovery of any such errors the procedure described on the "Tender" page will be adopted.

Tenders shall remain open for consideration for a period of 3 months from the date of receipt of same after which they shall be subject to confirmation by the tenderer.

- 4. Tenderers are requested to fill up and complete all documents in <u>BLACK</u> ink in order to facilitate future photocopying of the successful documents.
 One copy of the tender, conditions, preambles and description of works etc., priced and extended together with all information requested and <u>all</u> pages signed where required, shall be returned in a single sealed plain unmarked package as in paragraph 2 above.
- 5. In these tender documents where Bills of Quantities have been provided for a trade or work section, each item must be properly priced out and the completed Bills of Quantities lodged with the tender. Lump sum quotations for a whole trade or work section are in general terms not acceptable and will cause a tender to be reported as incomplete and may be disqualified. The tenderer is requested to rate the separate items details in the Preliminary Bill.

Any Bill item un-priced by the tenderer shall be deemed to have been included in other items in the Bill and/or Descriptions of Work.

- 6. A list of proposed principal sub-contractors must be provided and the page signed. "**To follow**" will **not** be acceptable. Tenders submitted without this list will be reported as incomplete and may be disqualified.
- 7. Where a Contractor wishes to qualify his tender in any way, the Contractor must complete his tender using the stated manufacturers, with the alternative indicated in a covering letter and the tender page must be amended to read "qualified refer to letter attached". A qualified tender may be disregarded at the Employer's option.
- 8. Any tender failing to meet all of the above requirements may be disregarded at the Employer's option.
- 9. The Employer (CM Solutions) is not bound to accept the lowest or any offer and no expense by any person submitting a tender will be reimbursed.
- 10. The Works to be tendered is as described in the Bills of Quantities and/or described and shown on the enclosed Contract Drawings and the tender as submitted is to include for <u>all work</u> necessary to complete the Works in accordance with <u>both</u> the Bills of Quantities and/or the Contract Drawings.

11. CDM REGULATIONS

The Construction (Design and Management) Regulations 2007 ("CDM Regulations") shall apply to the Contract Works. Tenderers shall comply with all requirements of these Regulations and the Approved Code of Practice (ACOP) as published by the Health and Safety Commission.

A CDM co-ordinator or Principal Design Consultant has been appointed to oversee the works. It is also a requirement of this tender that a Health & Safety file is developed, aided by statements identified in Appendix 1. This is to be copied to the Contract Administrator before works start on site. The Contractor will also be required to comply fully with the requirements of Appendix 1 – Notes for Contractors.

- 12. <u>ADJUDICATION</u>: Should either party resort to Adjudication as a means of resolving a dispute, the Scheme For Construction (Scotland) will apply and the Adjudicator shall be nominated by the Royal Institution of Chartered Surveyors (R.I.C.S.) or the Royal Institution of Architects Scotland (R.I.A.S.).
- 13. CM Solutions is fully committed to a policy of Racial Equality within the community. To this end it is a condition of this Contract that the Contractor complies in all respects with the Race Relations Act 1976 and CRE Race Relations Codes of Practice. Any complaints indicating that the Contractor is not operating in compliance with said documents may, if upheld, result in a review of the Contractor's inclusion in the Council's Approved List of Contractors.
- 14. <u>ASBESTOS REMOVAL</u>: -Allow for complying in full with all current Statutory Acts and/or H.S.E regulations pertaining to the safe removal of asbestos if discovered. Remove and dispose of same in accordance with such Acts and/or regulations together with any and all supplementary instructions as may be contained within this document. Removal is to be carried out by a Contractor licensed by the Health and Safety Executive prior to any other work starting in these locations.
- 15. This contract will be governed by Falkirk Council's Equal Opportunities and Environmental policies. Contractors should familiarise themselves with the Council's Equal Opportunities and Environmental Policies and agree to adhere to their philosophies.
- 16. Contractors shall be obliged to exhibit evidence satisfactory to the Employer that a Health and Safety Policy in terms of Section 2 of the Health and Safety at Work Act 1974 is in place and is operational within the Contractor's organisation.

| CM Solutions |
|-------------------|
| The Estate Office |
| Slamannan Road |
| Falkirk |
| FK15LX |

Date: 27/04/2021

| CM Solutions: Standburn Path Improvements Job No.: AVO001AD Bill No 1 - General Summary Amount of Preliminaries that the Contractor deems necessary | ITEM | DESCRIPTION | UNIT | QTY | RATE | £ | P |
|---|------|--|------|-----|------|---|---|
| Amount of Preliminaries that the Contractor deems necessary | | | | | | | |
| Amount of Preliminaries that the Contractor deems necessary | | Job No.:- AVO001AD | | | | | |
| Amount the Contractor deems necessary for complying in full with Contract particulars, Insurances, Obligations, Restrictions and Supplementary Conditions imposed by the Employer | | Bill No 1 - General Summary | | | | | |
| In full with Contract particulars, Insurances, Obligations, Restrictions and Supplementary Conditions imposed by the Employer | | | | Sum | £ | | |
| and Bills of Quantities) Total Bill No 2 – Brought Forward Sum £ Total Bill No 3 – Brought Forward Sum £ Total Bill No 4 – Brought Forward Sum £ Total Bill No 5 – Brought Forward Sum £ Total Bill No 6 – Brought Forward Sum £ N.B.; The successful tenderer may be required to produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include any associated costs within his rates. | | in full with Contract particulars, Insurances, Obligations, Restrictions and Supplementary Conditions imposed by | | Sum | £ | | |
| Total Bill No 3 – Brought Forward Sum £ Total Bill No 5 – Brought Forward Sum £ Total Bill No 6 – Brought Forward Sum £ N.B.; The successful tenderer may be required to produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include any associated costs within his rates. | | | | | | | |
| Total Bill No 4 – Brought Forward Sum Sum Total Bill No 5 – Brought Forward Sum Sum M.B.; The successful tenderer may be required to produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include any associated costs within his rates. | | Total Bill No 2 – Brought Forward | | Sum | £ | | |
| Total Bill No 5 – Brought Forward Sum Sum M.B.; The successful tenderer may be required to produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include any associated costs within his rates. | | Total Bill No 3 – Brought Forward | | Sum | £ | | |
| Total Bill No 6 – Brought Forward N.B.; The successful tenderer may be required to produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include any associated costs within his rates. | | Total Bill No 4 – Brought Forward | | Sum | £ | | |
| N.B.; The successful tenderer may be required to produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include any associated costs within his rates. | | Total Bill No 5 – Brought Forward | | Sum | £ | | |
| produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include any associated costs within his rates. | | Total Bill No 6 – Brought Forward | | Sum | £ | | |
| Carried Forward£ | | produce a breakdown of his cost build up for use by the Contract Administrator, and the tenderer should include | | | | | |
| Carried Forward £ | | | | | | | |
| | | Carried Forward | | | 3 | | |

| Л | DESCRIPTION | UNIT | QTY | RATE | £ | P |
|---|--|------|-----|------|---|---|
| | Brought Forward | | | £ | | |
| | <u>Add</u> | | | | | |
| | Contingencies: - This sum may be deducted in whole or in part by the Contract Administrator without any recompense to the Contractor | | | 5% | | |
| | | | | | | |
| | TOTAL TO TENDER | | | £ | | |
| | | | | | | |
| | Signed as relative to the tender dated Signature | | | | | |
| | Designation | | | | | |
| | on behalf of | | | | | |
| | Name of Firm | | | | | |
| | Address | | | | | |
| | | | | | | |
| | Date | | | | | |
| | | | | | | |
| | CM Solutions The Estate Office Slamannan Road Falkirk. FK1 5LX | | | | | |
| | Date: 27/04/2021 | | | | | |

CM Solutions: Standburn Path Improvements

Job No.:- AVO001AD

Contract Particulars

1. General

The client is Avonbridge and Standburn Community Council.

The Employer and Contract Administrator is CM Solutions, The Estate Office, Slamannan Road, FALKIRK. FK1 5LX acting as agent / project manager on behalf of the Client (Avonbridge and Standburn Community Council)

The works embraced in the contract are: -

The creation of surfaced path link between Candie Farm and Standburn, in the Falkirk Council area.

The works involve excavation operations to create a base for 1075m of upgraded path. The Contract also includes drainage, fencing, walling, vegetation clearance, and other associated works.

2. Obligations, Restrictions and Supplementary Conditions Imposed by the Employer

OWNER OCCUPIED PROPERTIES, TENANTS

The Contractor's attention is drawn to the fact that the land where works are to be carried out is both within Public and private ownership.

ACCESS TO AND POSSESSION OF SITE: Direct access to the works shall be from public highways, footpaths and car parks. The public roads must be kept clean and clear of obstructions at all times to permit access to adjacent property and land. Adequate barriers and warning lamps must be provided and maintained at unavoidable obstructions especially during the hours of darkness.

SITE VISIT: Tenderers will be held to have visited the sites, examined the documents, and fully acquainting themselves with the local conditions, the full extent and character of the operations, the supply and conditions affecting labour and materials and the execution of the Contract generally. No claim or series of claims will be admitted on account of any omissions or error arising from lack of such knowledge.

LIMITATION OF WORKING SPACE: The works plant, machinery, vehicles and workpeople shall be restricted to the path routes shown, no agreement has been granted to the fields in general and no trespass shall be allowed on adjoining properties.

LIMITATION OF WORKING HOURS: The hours of working on site shall be limited to the normal working hours defined in National Working Rule 2 for the Building Industry appropriate to Falkirk District.

Site operations will be restricted to 8 a.m. to 5 p.m. Monday to Friday inclusive, and no weekend working will be permitted without prior agreement.

MAINTENANCE OF PUBLIC AND PRIVATE SERVICES: The Contractor should establish the position of, and protect, uphold and maintain all pipes, ducts, sewers, service mains, overhead cables, etc. during the execution of the works. The Contractor shall make good any damage due to any cause within his control at his own expense or pay all costs and charges in connection therewith. Where it is necessary to interrupt any such mains or services for the purpose of making either temporary or permanent connections thereto/disconnections therefrom, prior written permission shall be obtained from the Contract Administrator/Supervising Officer and, where appropriate, from the Local Authority or public undertaking and the duration of any interruption kept to a minimum.

CONTRACT DRAWINGS: The following drawings were used in the preparation of the Bills of Quantities and a copy of each one accompanies and forms part of the tender documents. Please also refer to the Specifications and drawings therein: -

Drawing No. / Title

- 1- Proposed Signage Locations
- 2- Bill Plan 2 Site Preparation
- 3- Bill Plan 3 Formation and Earth Works
- 4- Bill Plan 4 & 5 Path Preparation and Construction
- 5- Bill Plan 5 Fencing

PROGRAMMING: Disturbance to owners or tenants of the land on which the works are to be carried out shall be kept to the minimum necessary to complete the operations. The utmost care shall be taken to ensure the safety of the occupants, the public and the property at all times. During the course of work an approved "Danger" notice shall be displayed. The owners and tenants shall be advised as necessary when the work shall be commenced and finished. The Contractor shall take adequate measures to ensure that operations involved in carrying out the works in no way neither restricts nor interrupts ingress/egress to the site or adjoining properties.

The Contractor, upon acceptance of this offer, shall proceed immediately with the preparation of a programme or statement which shall clearly set forth the sequence of all operations and the time limit within which the Contractor proposes that each operation shall be commenced and completed. The programme shall be held to have co-ordinated the whole of the works. Close co-operation must be maintained between all parties to the contract.

During the progress of the works any apparent defects which prevent completion of the works in the sites shall be intimated to the Supervising Officer immediately so that the necessary remedial action can be taken. This requirement does not relieve the contractor of any of his obligations to inspect the site(s) prior to submitting a tender and to familiarising himself thoroughly with site conditions.

Care must be taken with the methods of working so that no damage is caused to adjacent roads, footpaths and vegetation. Removed turfs or other vegetation should be replaced as soon as possible.

The contractor shall liaise at all times with the owners and tenants as to access to the work sites in order to carry out the works and shall allow within his tender for so doing and for all costs involved due to breaks in continuity of programme caused by non-access as may be reasonably estimated.

Close co-operation must be maintained between all parties to the contract so that the progress of work is not impaired.

The Contractor must at all times maintain reasonable and safe unimpeded access to the work sites, maintain electrical, gas, water and drainage services at all times and all services must be uninterrupted unless otherwise agreed during the currency of the contract.

The Duty of Care For Waste established under the 1990 Environmental Act should be followed at all times.

Debris and rubbish from each operation shall be immediately removed from the locality and taken off site and disposed of in an appropriately licensed landfill site. The carrier of the waste material must be appropriately licensed as a waste carrier under current SEPA regulations.

The safety of the landowners and tenants is paramount, and the Contractor must ensure that there is no danger caused to the public by the spillage of materials of debris, etc.

PLANT, TOOLS AND VEHICLES: The Contractor shall provide all necessary plant, tools and vehicles for the proper execution of the works.

SITE ACCOMMODATION: The Contractor shall provide any temporary buildings which he requires for storage of materials, etc. and he shall provide, connect up and maintain temporary toilet/w.c. accommodation for the use of all personnel associated with the contract works.

WINTER WORKING: The Contractor shall avail himself of all measures in order to allow for maintaining continuity of working and productivity during inclement weather.

Provide for taking such measures whenever practicable and having regard to the nature, scope and programme of the works. Such measures should normally include the provision of site lighting, shelters and screens for the protection of workpeople and the works and protection of materials and plant from the effects of the weather.

The Contractor will be expected to avail himself of all reasonable means and aids to working in inclement weather and methods which are currently available in using his best endeavours to maintain and to prevent or minimise any delays. The extent to which he has done so will be taken into account when assessing any extension of time, which may be given under the Conditions of Contract for exceptionally inclement weather.

PROTECTING THE WORKS FROM INCLEMENT WEATHER: The Contractor shall allow for providing necessary coverings, tarpaulins etc, to protect the works from inclement weather.

FUEL AND WATER: The Contractor shall provide all necessary fuel and water for the works.

CONDITIONS OF BOUNDARIES, ROADS, ETC.: The main Contractor shall provide the Contract Administrator and himself with a pictorial record of the condition of the existing site works (paths, grassed areas, driveways, etc.) in general at the commencement of the contract. The Contractor shall be responsible for ensuring that no damage whatsoever is caused to the existing site works by either his own workpeople or that of any of his sub-contractors or nominated sub-contractors and any damage so caused will be replaced at the contractor's own expense.

During the whole of the operations the Contractor shall be responsible for taking all necessary precautions to protect all paths, parking areas, hardstanding, steps and landscaping from damage and any damage caused by the operations shall be made good at the Contractor's own expense.

THE SPECIFICATION AND CONTENT of the Contract documents must not be altered except by written agreement of the Contract Administrator/Supervising Officer and the tenderer shall be required to provide the specification at the rates quoted.

POWER AND LIGHTING: The Contractor must supply his own power source for lighting and hand operated power tools required for the operations.

REMOVING RUBBISH, PROTECTIVE CASINGS AND COVERING AND CLEANING THE WORKS ON COMPLETION: Debris and rubbish created by each operation shall be immediately removed from the locality and taken off site. Provide for removing all rubbish from the site both as it accumulates from time to time and on completion.

TEMPORARY SCAFFOLDING, FENCING, HOARDINGS, SCREENS, FANS, PLANKED FOOTWAYS, GUARD RAILS, GANTRIES, ETC.: The Contractor shall provide and maintain all necessary temporary scaffolding, fencing, hoardings, screens, fans, planked footways, guard rails, gantries and the like for the proper execution of the works; for the protection of the public and the occupants and for meeting the requirements of any Local or other Authority and later shift and adapt from time to time as necessary and finally clear away when no longer required and reinstate all surfaces, services, etc. disturbed.

The Contractor shall ensure that all steps, ladders, scaffolding and other plant are not left so positioned during non-working hours as to permit unauthorised entry to the works, or adjoining premises, and shall provide proper and adequate security against unauthorised intrusion at all times.

CONTROL OF NOISE AND POLLUTION: The Contractor's attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 with reference to the control of noises in relation to any demolition and construction works and to the obtaining of any necessary prior consents from the responsible Authority. The Contractor shall comply with all requirements and restrictions which may be imposed and he shall allow for the cost of any such compliance. No instruction issued to the Contractor by the Contract Administrator/Supervising Officer shall relieve the Contractor from his responsibility for compliance with the Act.

The Contractor shall provide for taking all necessary precautions to prevent nuisance from water, smoke, dust, rubbish and other causes.

FIRE PREVENTION ON CONSTRUCTION SITES: The Contractor shall allow for complying in full with the recommendations contained in the latest published edition of The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation as published by The Building Employers Confederation, The Loss Prevention Council and The National Contractors Group and adhering to the precautions and safe working practices contained therein; including the appointment of a Site Fire Safety Co-ordinator and provision of adequate fire alarms and fire fighting equipment.

ASBESTOS REMOVAL: Allow for complying in full with all current Statutory Acts and/or H.S.E regulations pertaining to the safe removal of asbestos if discovered. Remove and dispose of same in accordance with such Acts and/or regulations together with any and all supplementary instructions as may be contained within this document

HOT WORK: - Allow for complying in full with the recommendations contained in the latest published edition of "Recommendations For Hot Work" as published by The Loss Prevention Council together with the Health and Safety Executive publications referred to therein and all relevant British Standards,

CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2007: Allow for complying with these Regulations.

Additional Definitions

"CDM Regulations": The Construction (Design and Management) Regulations 2007 or

any remaking thereof or any amendment to a regulation therein.

"Health and Safety Plan": Where it is stated in the Appendix 1 that all the CDM Regulations

apply, the plan developed by the Principal Contractor to comply with regulation13 of the CDM Regulations and, for the purpose of regulation 10 of the CDM Regulations, received by the Employer before any construction work under the contract has started; and any further development of that plan by the Principal Contractor

during the progress of the works.

"Principal Contractor": The Contractor or any other contractor duly appointed by the

Employer as the Principal Contractor pursuant to regulation 14(2) of

the CDM Regulations.

Health and Safety Plan

A Health and Safety Plan will be prepared in accordance with regulation 19 of the CDM Regulations, by the Principal Contractor.

The Principal Contractor is to develop the Health and Safety Plan in compliance with Regulation 3 of the Management of Health and Safety at Work Regulations 1999 and Regulation 13 of the CDM Regulations 2007 to take account of their proposed working methods, etc.

The term "the Health and Safety Plan" in the Conditions shall mean the plan developed by the Principal Contractor.

Work shall not be allowed to commence until the Contractor has satisfactorily developed the Health and Safety Plan and submitted same to all relevant parties.

All tenderers are to submit with their tenders a statement on their competence and resources to satisfy the Employer as to their ability to comply with all CDM Regulations in accordance with the Approved Code of Practice (ACOP).

<u>N.B.</u>

Notwithstanding the foregoing clauses, all other items of the CDM Regulations and Approved Code of Practice (ACOP) will apply to this Contract.

Contractors to ensure that their tenders take full account of the requirements of the CDM Regulations and the Approved Code of Practice (ACOP) as published by HSC and include all costs in connection therewith. No additional costs will be reimbursed due to the compliance with these Regulations.

LOCAL GOVERNMENT OMBUDSMAN: Section 24(1) of the Local Government (Scotland) Act refers to "[alleged] maladministration in connection with action taken by or on behalf of an Authority". Clearly this could relate to an alleged maladministration by a Contractor working on behalf of an Authority. Contractors should therefore note that their actions could be subject to investigation by the Ombudsman if a complaint were made about work they had undertaken on behalf of the Authority. The Ombudsman would expect Contractors to co-operate in exactly the same way as Authorities themselves do.

Where the Ombudsman find maladministration and injustice as a result of a fault of a Contractor, the Authority reserves the right to recover from the Contractor any payment made to the complainant.

TRAFFIC REGULATIONS: Comply with all traffic regulations particularly those relating to unloading and loading of vehicles and provide any necessary traffic control. Comply with all police instructions and requirements relating to vehicular access to the site.

ALL OTHER STATUTORY OBLIGATIONS: Provide for complying with all other statutory obligations not herein before mentioned.

CONDITIONS OF CONTRACT

The Contract Works embraced in this contract are to be carried out in accordance with, and be regulated by the Scottish Minor Works Contract (July 2000 Revision) issued by the Scottish Building Contract Committee with the following amendments and modifications, all of which Conditions, Amendments and Modifications are held to be incorporated in and to form the Conditions of Contract.

MODIFICATIONS

- A. The Contract shall be deemed to have been executed when a tender and letter of acceptance have been exchanged between the parties.
- B. Construction (Design and Management) Regulations 2007 shall apply.
- C. Clause 3.1. The works shall be expected to commence a.s.a.p. by negotiation with relevant parties from the date of award with practical completion no later than 6 working weeks thereafter.
- D. Clause 3.3. The Employer reserves the right to claim general damages for delay.
- E. Clause 3.5. Defects Liability shall be for 12 months.
- F. Clause 6.2.1. 100% of the total value will be paid. The tender price as submitted will be deemed to include <u>all</u> work necessary to complete the contract as described in the Bills of Quantities <u>and/or</u> shown on the contract drawings.
- G. Clause 6.5. Final Certificate period to be one year from the date of Practical Completion.
- H. Clause 8.1., 8.2. Contractor to have insurance against injury to persons and property (minimum sum £5,000,000), these to be approved by the Council's Department of Law and Administration Services prior to work commencing on site.
- I. Persons tendering will be held bound by their offer for a period of 3 months from the date stated for lodging offers.
- J. The Contractor shall not commence operations until all materials required to complete the work are available on the site and the work shall proceed without interruptions until completion.
- K. All dimensions are to be site checked and verified before work starts.
- L. This is a <u>FIXED PRICE</u> Contract.
- M. <u>ADJUDICATION</u>: Should either party resort to Adjudication as a means of resolving a dispute, the Scheme For Construction (Scotland) will apply and the Adjudicator shall be nominated by the Royal Institution of Chartered Surveyors (R.I.C.S.) or the Royal Institution of Architects Scotland (R.I.A.S.). Clause 10C shall not apply.

TENDER

CM Solutions: Standburn Path Improvements

| Job No.:- | AVO001AD |
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| Dear Sir/Mada | am, | | |
|---|--|---|---------------------------------------|
| accordance w including ame to the direction | with the SBCC Minor Works Contract endments and modifications which a n of the Contract Administrator for th | | ntract Committee contract bill and |
| | | £ | Sterling). |
| NOTE: | This offer is exclusive of V.A.T. | Basis, open for acceptance within 6 calenda | r months. |
| Your acceptan | nce of this offer will be binding on | | |
| Yours faithfully | у | | |
| Signature | | Designation | |
| | C | On behalf of | |
| Name of Firm | | | |
| Address | | | |
| Date | | | |
| I/We authorise tender. | e automatic correction by the Quan | ntity Surveyor of obvious genuine arithmetic | cal errors in our |
| All tenders wil | II be examined by the Quantity Surve | eyor in accordance with the following proced | dures: - |
| | | and in the amount as submitted. In circurally corrected figure will become the Tender | |

The lowest figure remaining following the above procedures will be regarded as the lowest tender for this Contract and will accordingly be reported as such.

42

CERTIFICATE OF COMPETITIVE TENDERING

CM Solutions: Standburn Path Improvements

Job No.:- AVO001AD

RETURNABLE: NOT LATER THAN 12:30hrs on []

The essence of selective tendering is that the client shall receive bona fide competitive tenders from all firms tendering. In recognition of this principle, we certify that this is a bona fide tender, intended to be competitive, and that we have not fixed or adjusted the amount of the tender by or under or in accordance with any agreement or arrangement with any other person. We also certify that we have not done and we undertake that we will not do at any time before the returnable date for this tender any of the following acts:

- (a) Communicating to a person other than the person calling for these tenders the amount or approximate amount of the proposed tender.
- (b) Entering into any agreement or arrangement with any other person that he shall refrain from tendering or as to the amount of any tender to be submitted.
- (c) Offering or paying or agreeing to pay or give any sum of money or valuable consideration directly or indirectly to any person for doing or having done or causing or having caused to be done in relation to any other tender or proposed tender for the said work any act or thing of the sort described above.

In this certificate the word 'Person' includes any persons and any body or association, corporate or unincorporate and 'any agreement or arrangement' includes any such transaction, formal or informal, and whether legally binding or not.

| Signed | | |
|------------|--------------|--|
| | on behalf of | |
| Contractor | | |
| Date | | |

CM Solutions: Standburn Path Improvements

| Job No.:- AVO001AD | | | | | | | | | |
|----------------------------------|---|--|--|--|--|--|--|--|--|
| I/We intend to use the following | We intend to use the following sub-contractors to carry out the several works. | | | | | | | | |
| TRADE OR WORK | SUB-CONTRACTOR NAME AND ADDRESS | | | | | | | | |
| _ | | | | | | | | | |
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| | ve domestic sub-contractors on the works and undertake that no change out the prior written consent of the contract Administrator/Supervising Offic | | | | | | | | |
| Signed | Designation | | | | | | | | |
| | on behalf of | | | | | | | | |
| Name of Firm | Date | | | | | | | | |

DISPUTE RESOLUTION

It is proposed by CM Solutions that a dispute arising from any matter under this Contact be resolved, wherever possible, without resorting to Arbitration, Litigation or Adjudication, by the undernoted method: -

MINI-TRIAL

Each party, with or without legal representation, will make a succinct presentation of their case before a panel or tribunal consisting of one or more managers from each side, plus a neutral advisor, agreed by both parties, in the chair. The managers sitting on the panel should not have any previous *direct* involvement in the dispute but should have the authority of their respective parties to settle. The neutral chair is there to advise and provide an objective view on matters of fact and or law as appropriate.

| / We the undersigned do hereby agree to the above method of Dispute Resolution |
|--|
| |
| Signed |
| On behalf of |
| Contractor |
| Date |

CM Solutions: Standburn Path Improvements

Job No.:- AVO001AD

BILLS OF QUANTITY:

BILL No 2 BILL No 3 BILL No 4 BILL No 5 BILL No. 6

Daywork Rates

Bill No.8 (N.B) Not to be carried forward to final Summary

TENDER BILLS – Additional Notes

- 1. Bill 7 consists of Provisional items which may or may not be included in these contract works dependant on budgetary implications.
- 2. Items included in Bill 7 are to be priced, and totalled, and **NOT** taken forward to the Final Summary.
- 3. Bill 7 also includes an optional specification for new constructed path surfacing (Bill Items 7.06, and 7.07 Specification 2.0) which is **not additional but an alternative construction** option for the corresponding items in the main bills (Bill Items 6.11, and 6.12 Specification 1.0)
- 4. Bill 8 provides the opportunity for the tenderer to provide daywork rates.

Bill No. 2

| 2.00 2.01 all Mark out site. Site Clearance Sitip out all redundant fencing including gates at o,b & c, All anising to be disposed of responsibly off site 2.03 - var Clearance of fly tipping & other site litter within and along the edges to skips (12yd3). Hedgerow Treatment 2.08 8.2 all Bring untreated hedge back into management out both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher freatment Prune back individual trees to remove overhanging branches taking care not to damage the main stem. 6 and a damage the main stem. | item | spec. ref | locn. (Refer to Map 2) | description | unit | qty | rate | £ |
|--|------|--|---------------------------------|---|-------|------|------|---|
| Site Clearance 2.02 Strip out all redundant fencing including gates at a,b & c. All arising to be disposed of responsibly off site 2.03 - var Clearance of fly tipping & other site litter within and along the edges to skips (12yd3). Hedgerow Treatment 2.08 8.2 all Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher treatment Prune back individual trees to remove overhanging branches taking care not to | 2.00 | | , | Site Preparation and Clearance Works | | | | |
| Site Clearance 2.02 Strip out all redundant fencing including gates at a,b & c. All arising to be disposed of responsibly off site 2.03 - var Clearance of fly tipping & other site litter within and along the edges to skips (12yd3). Hedgerow Treatment 2.08 8.2 all Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher treatment 2.09 Prune back individual trees to remove overhanging branches taking care not to | 2.01 | | all | Mark out sito | cum | 1 | | |
| 2.02 Strip out all redundant fencing including gates at a,b & c. All arising to be disposed of responsibly off site 2.03 - Var Clearance of fly tipping & other site litter within and along the edges to skips (12yd3). Hedgerow Treatment 2.08 8.2 all Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher treatment Prune back individual trees to remove overhanging branches taking care not to | 2.01 | - | dii | Mark out site. | 30111 | ' | | |
| at a,b & c. All arising to be disposed of responsibly off site 2.03 - var Clearance of fly tipping & other site litter within and along the edges to skips (12yd3). Hedgerow Treatment 2.08 8.2 all Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher treatment 2.09 Prune back individual trees to remove overhanging branches taking care not to | | 1 | | Site Clearance | | | | |
| within and along the edges to skips (12yd3). Hedgerow Treatment 2.08 8.2 all Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher treatment 2.09 Prune back individual trees to remove overhanging branches taking care not to | 2.02 | | | at a,b & c. All arising to be disposed of | m | 820 | | |
| 2.08 8.2 all Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher treatment 2.09 Prune back individual trees to remove overhanging branches taking care not to | 2.03 | - | var | Clearance of fly tipping & other site litter within and along the edges to skips (12yd3). | skips | 2 | | |
| 2.08 8.2 all Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher treatment 2.09 Prune back individual trees to remove overhanging branches taking care not to | | | | Hedgerow Treatment | | | | |
| overhanging branches taking care not to | 2.08 | 8.2 | all | Bring untreated hedge back into management cut both sides (to max 2m wide where appropriate) and top at 1.8m; mulcher | lm | 1046 | | |
| | 2.09 | | | overhanging branches taking care not to | no. | 6 | | |
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| TOTAL to SUMMARY - Bill No. 2 | | | | TOTAL to SUMMARY - RIU No | 2 | | | |

| item | spec. ref | locn. (Refer to Map 2) | description | unit | qty | rate | £ |
|------|--------------|---------------------------------|--|------|-----|------|---|
| 3.00 | | | Formation and Earthworks Refer to specification, maps and drawings | | | | |
| | | | Drainage Works | | | | |
| 3.01 | 14.0 | d-e | Open Ditch – cut new shallow ditch through field on top side of path 300mm wide and 60mm deep | lm | 397 | | |
| 3.02 | 14.0 | d-e | Reinstate existing ditch through woodland section with lest cut into adjacent woodland to take water away. | lm | 200 | | |
| 3.03 | | | To cut and lay 300mm perforated Polypipe in 500mm trench backfilled with minimum 300mm gravel, to include tie into existing roadside gully. | lm | 35 | | |
| | | | Cattle Water Trough | | | | |
| 3.04 | 4.0 | j-h | To supply and fit plastic 120ltr water trough to existing field supply at point d | no. | 1 | | |
| | | | Simple Culverts at locations to be agreed | | | | |
| 3.05 | 4.0 5.0 | e-f | Install 6m x150mm dia twinwall PVC pipe culvert, pipes to be fully covered and ends finished with a 'turf' wall | no. | 6 | | |
| 3.06 | 4.0 | d-e | Install 6m x 300mm dia twinwall PVC pipe culvert, pipes to be fully covered and ends finished with a 'turf' wall | no. | 3 | | |
| 3.07 | 4.0 | d-e | Form cross drains to shed water from path comprising 4m concrete kerb set at an angle across the path haunched in concrete at locations to be agreed on site | no. | 6 | | |
| | | | | | | | |
| | | | | | | | |
| | | | TOTAL to SUMMARY - Bill No. | 3 | | £ | |

| item | spec. ref | locn. (Refer to Map 2) | description | unit | qty | rate | £ |
|------|--------------|---------------------------------|---|--------|----------|------|---|
| 4.00 | | | Path Preparation | | | | |
| 4.00 | 4.0 5.0 | | General: the selected path route and works should ensure that the 'best fit' line is chosen to keep gradient to a minimum. The path works will have to address drainage, the path build cost should allow for full length top drain or for drains on both sides where path formation is at or below the adjacent ground. | | | | |
| 4.01 | | | 3.2m multi user path | | | | |
| | 1.0 | d-g, e- k b | Excavate soils and turfs to create a formation tray, spoil to be laid aside for use in forming the haunches or other places requiring fill | lin m | 430 | | |
| 4.02 | | | 3m multi user path | | | | |
| | 1.0 | h | Excavate soils and turfs to create a formation tray, spoil to be laid aside for use in forming the haunches or other places requiring fill | lin m | 404 | | |
| 4.03 | | | Tarred Road Section | | | | |
| | 4.0 | h | Cut out potholes to tarred road section to create a clean edge for patching | sq m | 20 | | |
| 4.04 | 2.0 | a-d | After thorough compaction of the formation tray , bring any soft spots to attention of the CA. If instructed supply crusher run fill material to build up formation tray to required level | tonnes | 100 | | |
| | | | Geotextile Sheet | | | | |
| 4.05 | | | Supply and lay medium grade non-woven felt type (Terram) where given instruction for path sections up to 3.2m wide | lin m | 100 | | |
| 4.06 | | | Supply and lay Tensar TX160 Geogrid where given instruction for path sections up to 3.2m wide | lin m | 450 | | |
| | | | Road Junction Kerbs & Surfacing | | | | |
| | | | Liaise with Falkirk Council Roads to install road junction kerbs systems and macadam surface To be completed to the satisfaction of FC Roads. The area has been part prepared to formation level as part of the works in bill items 4.01 and 4.03 the following items are for the final excavation, concrete, kerbing and macadam seal - price to include road traffic management. | | | | |
| | | | | | | | |
| | | | Road Entrance at Standburn | | <u> </u> | | 1 |
| 4.07 | 3.0 | g | Concrete foundation and haunch to lay the following: 150 x 125 mm Bullnose kerbs- 4 no up stand 100 | ea | 9 | | |

| item | spec. ref | locn. (Refer to Map 2) | description | unit | qty | rate | £ |
|------|--------------|---------------------------------|--|------|-----|------|---|
| | | | 150 x 125mm Bullnose kerbs - 3 no. up stand 12-20 150 x 125mm Bullnose kerbs - 2 no. transition | | | | |
| 4.08 | | | Preparation and lay combined wearing course 100mm of Dense Bitumen Maccadam | m2 | 6 | | |
| | | | Road Entrance at Candie | | | | |
| 4.09 | | | Concrete foundation and haunch to lay the following: 150 x 125mm Bullnose kerbs - 3 no. up stand 12-20 150 x 125mm Bullnose kerbs - 2 no. transition | ea | 5 | | |
| | | | | _ | | | |
| | | | TOTAL to SUMMARY - Bill No. | 4 | | £ | |

| item | spec. ref | locn. (Refer to Map 2) | description | unit | qty | rate | £ |
|------|--------------|---------------------------------|---|-------|-----|------|---|
| 5.00 | | - 1- / | Path Base Construction and Surfacing | | | | |
| | | | | | | | |
| | | | 3.2m multi user path | | | | |
| 5.01 | 3.0 | k | Lay and compact to an average 300mm depth Type 1 stone. Bind constructed path with Ultitrec or similar product to 50mm to create a uniform surface and compact to refusal | lin m | 440 | | |
| | | | 3m multi user path | | | | |
| 5.02 | 3.0 | d | Lay and compact to an average 300mm depth Type 1 stone. Bind constructed path with Ultitrec or similar product to 50mm to create a uniform surface and compact to refusal | lin m | 404 | | |
| | | | Tarred Road Surface | | | | |
| 5.03 | 3.0 | k, g | Fill cut out potholes to an average 300mm depth of Type I stone to create a uniform surface and compact to refusal | m2 | 20 | | |
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| item | spec. ref | locn. (Refer to Map 2) | description | unit | qty | rate | £ |
|------|--------------|---------------------------------|---|-------|-----|------|---|
| 6.00 | | 1-7 | Fencing and Timber Construction | | | | |
| | | | Refer to specification, maps and drawings | | | | |
| 6.01 | | | Supply and erect post Cenrewire self closing gate: Chiltern Bridle Gate – one way, Easylatch with gate stop including 2X120mm round wooden support post | no | 3 | | |
| 6.02 | 1.0 | d-g, e-k, b | Supply and erect 12' galvanised agricultural field gate, including 2 gate posts | no. | 2 | | |
| 6.03 | 1.0 | d-g, e- k , b | Supply and erect 15' galvanised agricultural field gate, including 2 gate posts. | lin m | 301 | | |
| 6.04 | | | Supply and erect heavy duty post and 3 rail fence – mainly short sections – access control fence. Raiils to be wired up | lin m | 36 | | |
| 6.06 | | | Supply and erect HT stock fence. HT Rylock net, 3 line wires, top barb, treated stobs at 2m centres | lin m | 80 | | |
| 6.07 | 2.0 | a-d | Supply and erect HT stock fence. 5 HT line wires, treated stobs at 2m centres. | lin m | 642 | | |
| 6.08 | 7.0 | a-d | Supply and erect treated timber straining posts top dia >175mm | no. | 12 | | |
| 6.09 | | | Supply and erect treated timber turning posts 150 <topdia<175mm< td=""><td>no.</td><td>10</td><td></td><td></td></topdia<175mm<> | no. | 10 | | |
| 6.10 | | | Supply and erect treated timber stay. Min 2100 x 75mm round | no. | 26 | | |
| | | | Entrance Feature Walling | | | | |
| 6.11 | | | Feature walling at Standburn entrance – drystone walling 750mm at base to 1m height topped off with stone coping mortared on | lin m | 20 | | |
| | | | | | | | |
| | | NI. I | Signage | ļ | | | |
| 6.13 | 11.1 | Note: | Site signage will be supplied for installation To form neat hole and erect in concrete the supplied 12" timber fingerpost/metal signage pole | no. | 6 | | |
| | | | | | | | |
| | | | Hedge Gapping Up | | | | |
| 6.14 | 11.3 | Note: | Supply and plan bareroot hedge plants (hazel and hawthorn and blackthorn) to gap up existing hedge with spiral protector supported with cane. Rate based upon 6 plants per linear m | no. | 800 | | |
| | | | | | | | |
| | | | | | | | |
| | | | TOTAL to SUMMARY - Bill No. | 6 | | £ | |

| DAY WORKS | | |
|---|-----|--|
| 13 tonne tracked excavator (already on-site), | | |
| day rate for 8hr operator & machine day | day | |
| | | |
| 5tonne (+) tracked dumper (already on-site), | | |
| day rate for 8hr operator & machine day | day | |
| | | |
| | • | |
| Labour - day rate for 8hr man day | dav | |









