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**From:** Records Management <Records.Management@south-ayrshire.gov.uk>  
**Sent:** 20 April 2021 14:36  
**To:** [REDACTED]  
**Subject:** RE: Archive request - SAC Roads files on Timber Transport [OFFICIAL]

**Follow Up Flag:** Reply  
**Flag Status:** Flagged

[REDACTED]

I can't find any files held by Records Management with any reference to the below, within your date range.

Apologies I don't have better news for you!

Thanks,  
[REDACTED]

Records Management | Chief Executive's Office | [records.management@south-ayrshire.gov.uk](mailto:records.management@south-ayrshire.gov.uk) | Tel: 01292 612383 | South Ayrshire Council | County Buildings | Wellington Square | Ayr | KA7 1DR | [www.south-ayrshire.gov.uk](http://www.south-ayrshire.gov.uk)

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** 7/4/01 9:45am  
**Subject:** Timber Transport Meeting

Dear All,

please find attached a brief note on the main points from yesterday's timber transport meeting, including actions. If you have any additional comments to raise, don't hesitate to call.

Regards

[REDACTED]

## APPENDIX 1A

Promote Permanent Weight Restriction Orders, but delay implementation where possible. Implement Emergency or Temporary Weight Restriction Orders if required to protect roads from immediate threat. Expenditure quoted is minimum required for managed trafficking only.									
Road	Road Length (km)	Length Surveyed (km)	Width (m)	< 2 mm	2 - 4 mm	4 - 6 mm	6+ mm	Total Cost	Running Total
U111w	3.83	3.55	4.83	48.37%	22.28%	13.95%	15.43%	£234,086	£234,086
C47w	6.10	6.10	4.00	72.96%	19.70%	5.15%	2.19%	£153,684	£387,770
B7005	18.84	16.10	4.20	85.10%	7.22%	5.52%	2.16%	£268,747	£656,517
C51s	9.15	5.06	6.00	77.79%	14.07%	6.36%	1.79%	£128,466	£784,983
C35s	9.73	6.75	3.10	50.79%	34.25%	13.27%	1.69%	£327,672	£1,112,655
C48w	12.36	11.54	3.70	87.31%	6.53%	4.54%	1.62%	£144,653	£1,257,308
B7027	14.71	14.71	5.60	63.28%	27.83%	7.90%	1.00%	£519,800	£1,777,109
C3w	18.49	18.39	4.00	79.18%	15.29%	5.06%	0.47%	£360,315	£2,137,424
U91a	3.59	2.26	3.13	54.81%	32.30%	12.56%	0.33%	£96,764	£2,234,188
U78s	3.67	3.67	3.92	86.92%	11.80%	0.98%	0.29%	£39,072	£2,273,259
C45w	3.83	3.81	3.50	72.02%	23.38%	4.32%	0.28%	£82,501	£2,355,760
B796	110.70	11.06	7.11	92.29%	5.46%	1.99%	0.26%	£105,072	£2,460,831
C15w	10.20	10.14	5.60	87.57%	11.58%	0.73%	0.11%	£99,893	£2,560,724
U201n	5.70	5.47	2.83	83.07%	14.58%	2.28%	0.07%	£82,264	£2,642,988
A712	51.85	51.62	6.33	92.52%	6.82%	0.59%	0.08%	£361,047	£3,004,036
C13s	14.98	14.85	4.60	94.77%	4.94%	0.24%	0.05%	£51,874	£3,055,910
B722	18.25	8.06	5.50	99.20%	0.75%	0.00%	0.04%	£5,519	£3,061,429
C2w	9.03	9.03	6.00	93.09%	6.03%	0.84%	0.04%	£58,295	£3,117,724
B709	31.71	31.53	5.40	99.34%	0.61%	0.02%	0.03%	£17,715	£3,135,439
B7088	30.42	13.53	6.50	99.63%	0.34%	0.00%	0.03%	£4,914	£3,140,353
B729	42.61	42.57	7.60	92.21%	6.56%	1.21%	0.03%	£386,392	£3,526,745
U81w	8.82	1.99	3.00	91.30%	7.07%	1.63%	0.00%	£15,876	£3,542,621
U115a	1.40	0.00	5.00	No survey data available				£315,000	£3,857,621

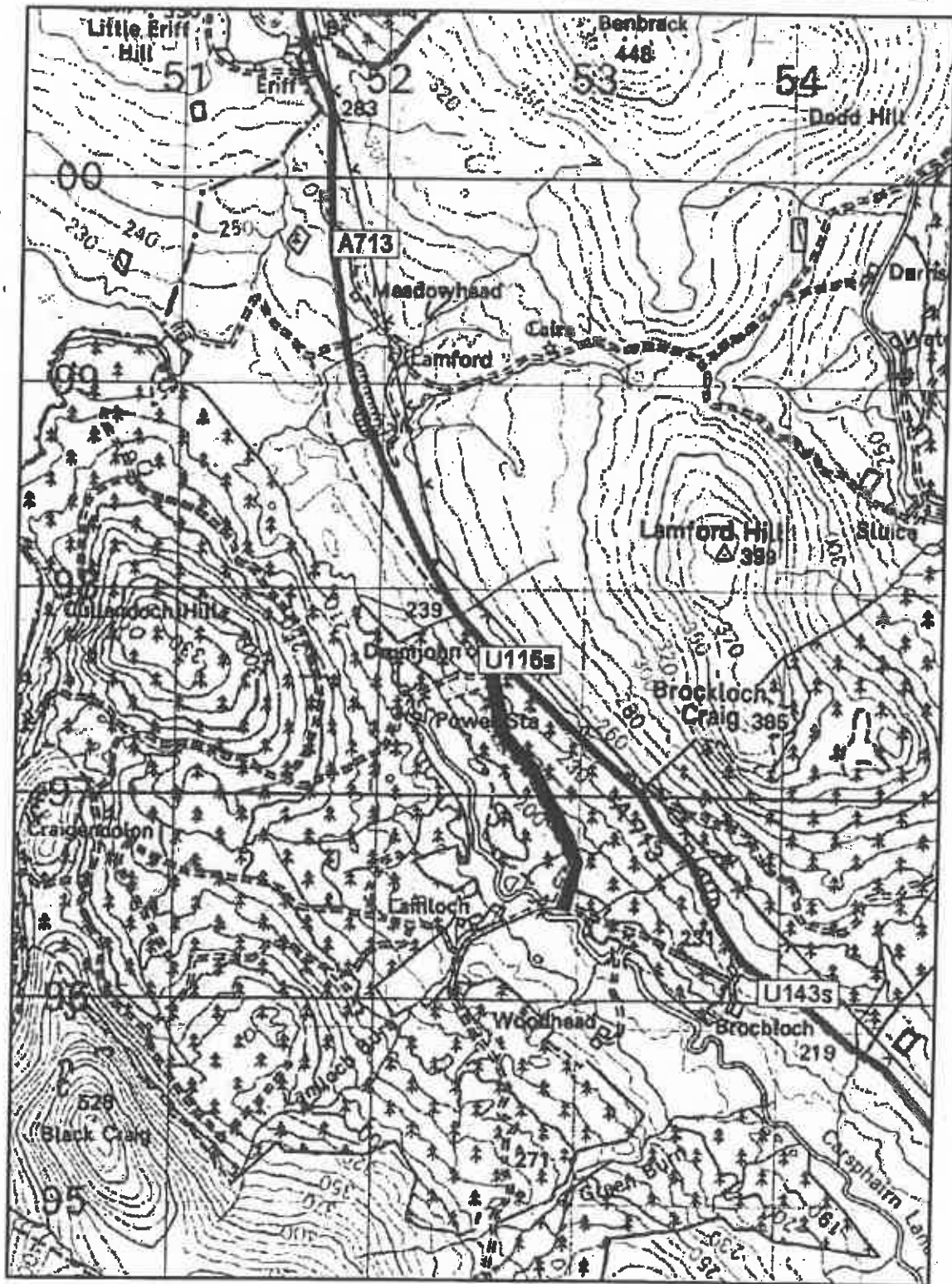
## APPENDIX 1B

Monitor road condition and manage forestry traffic by negotiation. Prepare Weight Restriction Orders for promotion and implementation as required. Additional maintenance funding required (£750,000pa)									
Road	Road Length (km)	Length Surveyed (km)	Width (m)	< 2 mm	2 - 4 mm	4 - 6 mm	6+ mm	Total Cost	Running Total
C117s	12.60	3.95	3.50	82.63%	16.47%	0.90%	0.00%	£50,330	£3,907,951
C133n	1.34	1.34	4.83	92.47%	6.72%	0.81%	0.00%	£7,216	£3,915,167
B7075	2.77	2.77	6.00	83.27%	15.95%	0.78%	0.00%	£39,809	£3,954,776
A702	46.98	4.38	7.00	97.54%	1.72%	0.74%	0.00%	£12,663	£3,967,439
U174s	0.68	0.68	3.90	81.52%	17.93%	0.54%	0.00%	£9,458	£3,976,897
C135n	4.08	2.09	4.88	85.52%	14.14%	0.34%	0.00%	£20,884	£3,997,781
U68s	2.87	2.67	2.42	94.05%	5.68%	0.27%	0.00%	£12,573	£4,010,354
U65s	3.46	3.46	3.92	90.69%	9.10%	0.21%	0.00%	£24,761	£4,035,115
B725	45.63	7.62	6.71	89.48%	10.34%	0.19%	0.00%	£76,031	£4,111,146
C83a	9.22	8.16	6.00	96.59%	3.32%	0.09%	0.00%	£23,004	£4,134,150
B6318	11.23	10.13	4.70	94.52%	5.41%	0.07%	0.00%	£36,167	£4,170,316
C15s	8.01	5.32	7.50	98.22%	1.71%	0.07%	0.00%	£9,923	£4,180,239
C125n	38.45	9.90	5.50	98.65%	1.32%	0.04%	0.00%	£10,544	£4,190,782
B793	12.57	12.57	6.30	94.89%	5.08%	0.03%	0.00%	£55,736	£4,246,518
C8n	16.41	12.47	7.00	96.66%	3.31%	0.03%	0.00%	£41,486	£4,288,004
C80a	8.18	0.82	7.75	87.05%	32.95%	0.00%	0.00%	£21,867	£4,309,870
U105n	2.43	2.43	5.50	93.60%	6.40%	0.00%	0.00%	£11,162	£4,321,033
U489n	4.13	0.00	2.83	96.31%	3.69%	0.00%	0.00%	£11,781	£4,332,814
U389n	7.41	0.00	4.83	96.61%	3.39%	0.00%	0.00%	£5,021	£4,337,835
U473n	6.98	6.91	4.10	97.07%	2.93%	0.00%	0.00%	£16,185	£4,354,020
U252w	5.68	4.63	3.92	97.24%	2.76%	0.00%	0.00%	£9,626	£4,363,646
U311a	1.08	1.08	4.75	97.58%	2.42%	0.00%	0.00%	£1,646	£4,365,292
C31s	5.48	1.43	3.60	98.25%	1.75%	0.00%	0.00%	£1,814	£4,367,107
B736	10.23	4.61	6.00	98.30%	1.70%	0.00%	0.00%	£6,237	£4,373,344
A762	31.36	14.64	6.50	98.74%	1.26%	0.00%	0.00%	£16,409	£4,389,753
U489n	0.39	0.00	5.33	98.98%	1.02%	0.00%	0.00%	£284	£4,390,017
C50s	5.64	5.64	4.25	99.00%	1.00%	0.00%	0.00%	£4,662	£4,394,679
C92a	4.40	4.40	6.75	99.44%	0.56%	0.00%	0.00%	£2,339	£4,397,018
C28s	0.78	0.78	5.50	99.55%	0.45%	0.00%	0.00%	£272	£4,397,290
C28n	5.11	0.81	5.50	99.55%	0.45%	0.00%	0.00%	£272	£4,397,562
U428n	5.90	5.90	3.17	99.70%	0.30%	0.00%	0.00%	£1,595	£4,399,157
B795	10.60	10.60	5.60	99.86%	0.14%	0.00%	0.00%	£1,109	£4,400,265
A713	49.53	6.75	8.25	99.95%	0.05%	0.00%	0.00%	£408	£4,400,674
B6357	31.39	8.62	5.70	99.96%	0.04%	0.00%	0.00%	£282	£4,400,956

## APPENDIX 1C

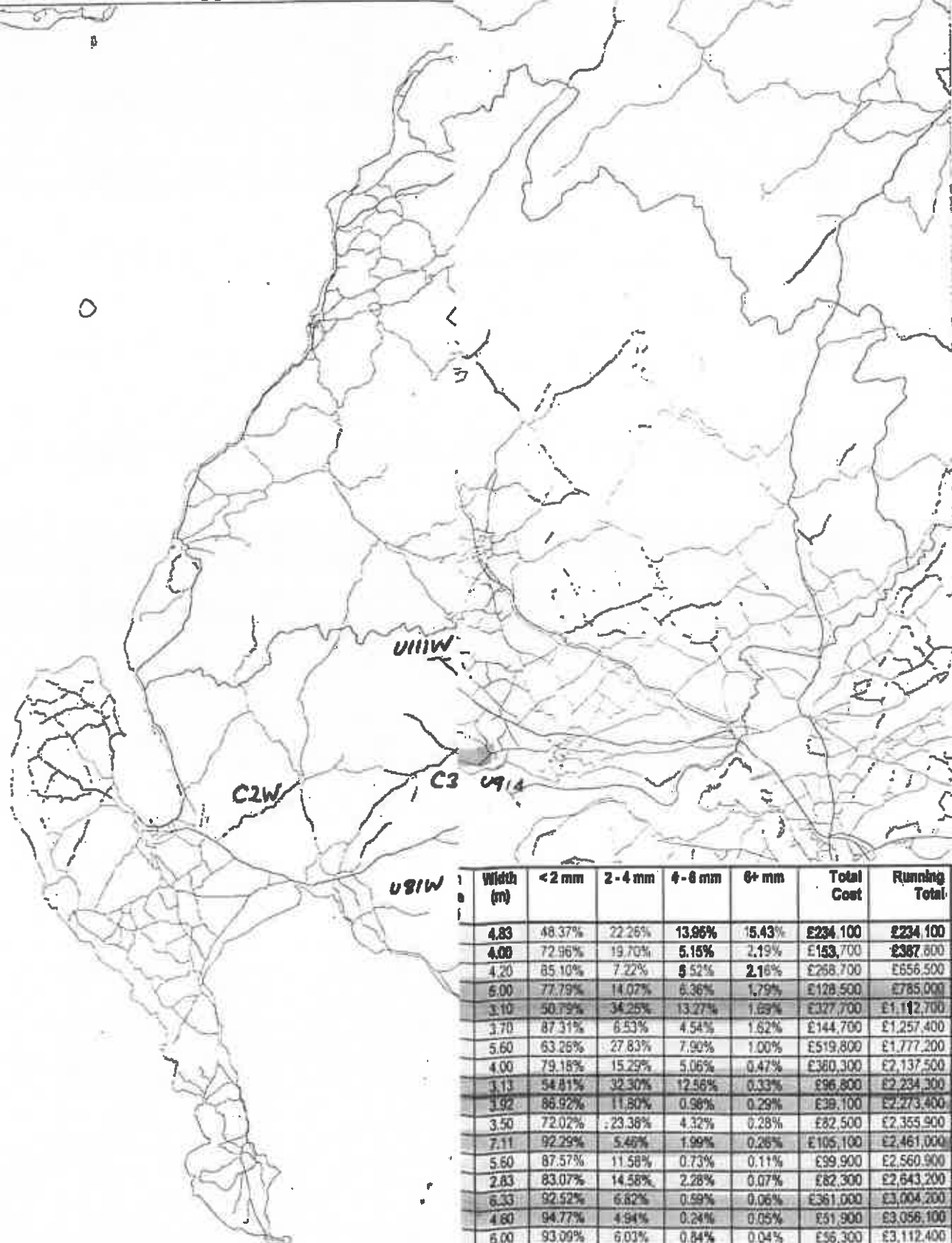
Monitor road condition.									
Road	Road Length (km)	Length Surveyed (km)	Width (m)	< 2 mm	2 - 4 mm	4 - 6 mm	6+ mm	Total Cost	Running Total
B6357	31.39	8.62	5.70	100.0%	0.0%	0.0%	0.0%	£282	£4,400,956
B724	20.37	11.61	6.00	100.0%	0.0%	0.0%	0.0%	£0	£4,400,956
C11n	11.79	11.79	7.30	100.0%	0.0%	0.0%	0.0%	£0	£4,400,956
C79a	10.97	3.88	5.50	100.0%	0.0%	0.0%	0.0%	£0	£4,400,956
C116n	11.71	3.66	3.50	100.0%	0.0%	0.0%	0.0%	£0	£4,400,956
C23n	2.49	2.49	8.67	100.0%	0.0%	0.0%	0.0%	£0	£4,400,956

## APPENDIX 2

**U115s Unclassified Road from A713 at Drumjohn to U143 near Lamloch Bridge**

**ROADS AND INFRASTRUCTURE SERVICE :  
ROUTES MANAGEMENT STRATEGY**

Roads Referred to in Appendix 1A



Width (m)	<2 mm	2-4 mm	4-8 mm	6+ mm	Total Cost	Running Total
4.83	48.37%	22.26%	13.96%	15.43%	£234,100	£234,100
4.00	72.96%	19.70%	5.15%	2.19%	£153,700	£387,800
4.20	85.10%	7.22%	5.52%	2.16%	£268,700	£656,500
6.00	77.79%	14.07%	6.36%	1.79%	£128,500	£785,000
3.10	50.79%	34.25%	13.27%	1.69%	£327,700	£1,112,700
3.70	87.31%	6.53%	4.54%	1.62%	£144,700	£1,257,400
5.60	63.26%	27.83%	7.90%	1.00%	£519,800	£1,777,200
4.00	79.18%	15.29%	5.06%	0.47%	£360,300	£2,137,500
3.13	54.81%	32.30%	12.56%	0.33%	£96,800	£2,234,300
3.92	86.92%	11.80%	0.98%	0.29%	£39,100	£2,273,400
3.50	72.02%	23.38%	4.32%	0.28%	£82,500	£2,355,900
7.11	92.29%	5.46%	1.99%	0.26%	£105,100	£2,461,000
5.60	87.57%	11.58%	0.73%	0.11%	£99,900	£2,560,900
2.83	83.07%	14.58%	2.28%	0.07%	£82,300	£2,643,200
6.33	92.52%	6.82%	0.59%	0.06%	£361,000	£3,004,200
4.60	94.77%	4.94%	0.24%	0.05%	£51,900	£3,056,100
6.00	93.09%	6.03%	0.84%	0.04%	£56,300	£3,112,400
7.60	92.21%	6.56%	1.21%	0.03%	£386,400	£3,498,800
3.00	91.30%	7.07%	1.63%	0.00%	£15,900	£3,514,700
8.00	No survey data available				£315,000	£3,829,700

**SOUTH AYRSHIRE COUNCIL**

**TIMBER EXTRACTION**

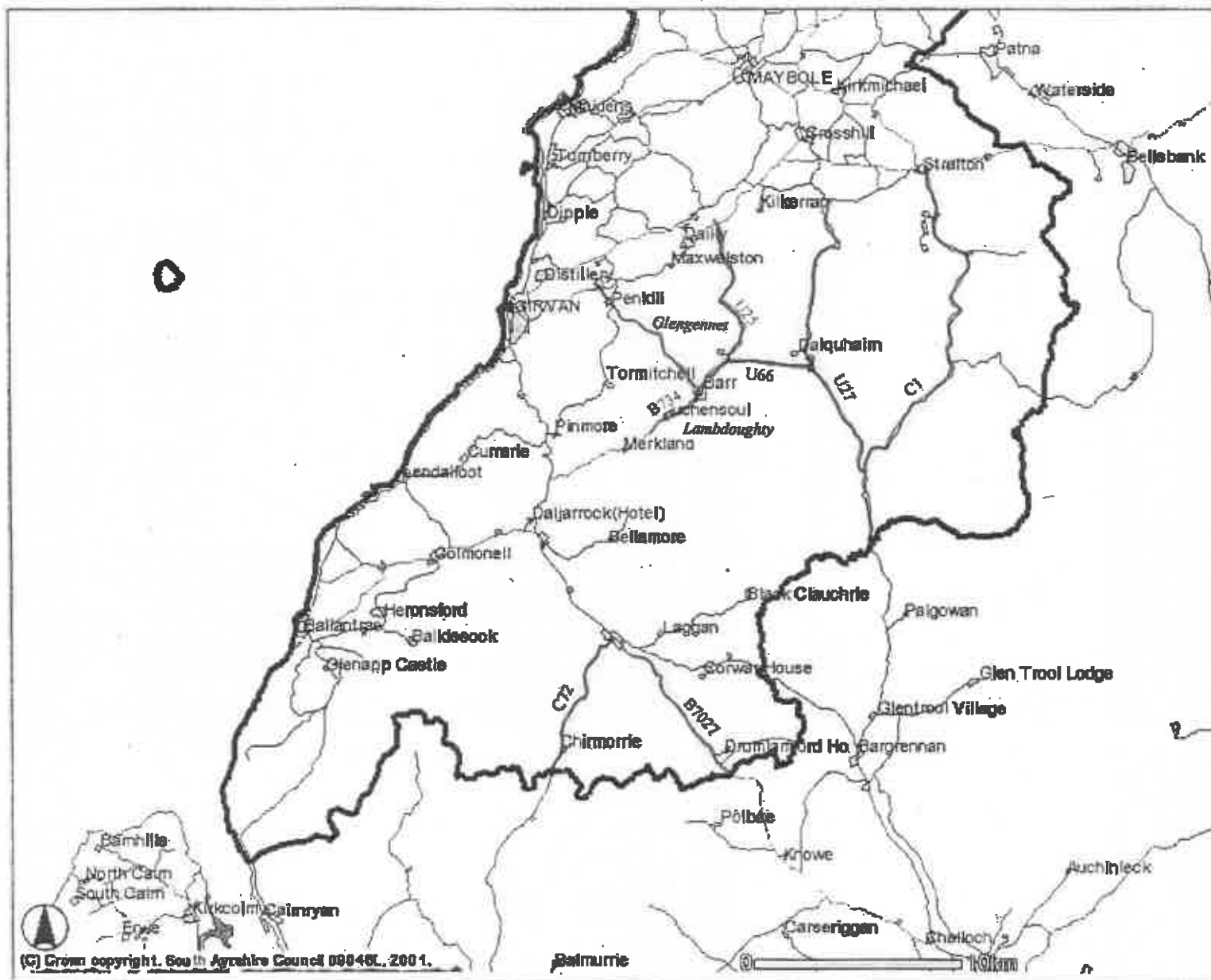
**SURFACE DAMAGE**

To enable the following public roads to support heavy timber related traffic, it will be necessary to undertake substantial carriageway strengthening work.












The estimates appended hereunder include for drainage improvements, verge and carriageway strengthening and the provision of passing places.

B7027	Barrhill south to SAC boundary.	8.8 km	£350,000
C72	Barrhill south to SAC boundary.	7.8km	£270,000
B734	Lambdoughty to Barr Village.	3.9km	£136,000
B734	Barr Village to Old Dailly.	8.1km	£162,000
U66	Barr Village to South Balloch.	6.5km	£260,000
U25	Milton Road to Dailly.	7.8km	£275,000
C1	Straiton Village south to SAC boundary.	23.4km	£470,000
U27	C1 Junction via Nick of The Balloch to B741 Cloyntie, near Crosshill.	17.5km	£700,000
<b><u>TOTAL</u></b>			<b><u>£2,623,000</u></b>





### Legend

-  South Ayrshire  
Strategic Town  
Strategic Roads  
 B Road - Dual Car  
 A Road - Dual Car  
 B Road - Single Car  
 Primary Route - GI  
 B Road - Narrow  
 Motorway  
 Primary Route - DI  
 A Road - Single Car  
 Minor or other road  
 Strategic Towns  
Strategic Bases  
Foreshore - other  
Lea  
Foreshore - sand

Produced by South **Ayr**  
Council  
Service:

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**PLAN/MAP: YES**

**APPENDIX: YES**

## **ROADS AND INFRASTRUCTURE SERVICE : FORESTRY ROUTES MANAGEMENT STRATEGY**

### **1. Reason for Report**

To report on the results of bearing capacity surveys undertaken on public roads used by forestry timber traffic.

### **2. Background**

The Committee agreed in December 1999 to a programme of technical surveys to support the imposition of weight restrictions where necessary on existing and potential timber extraction routes.

### **3. Discussion**

- 3.1 A total of 492.35 kilometres of roads were surveyed between 5 July to 20 July by Deflectograph. This covered routes previously identified as being used or likely to be used by forestry traffic. The Deflectograph is a vehicle that measures the deflection of the road structure under a standard load. Measurements are taken every 3.6 metres along the road. Data from the surveys was received in late September and has subsequently been analysed using the Council's Pavement Management System.
- 3.2 For normal residual life analysis, deflections greater than 2.5 mm would be disregarded because engineered roads would have visibly failed at this point. Most of the roads surveyed, however, have not been engineered and the survey recorded deflections of up to 9.8 mm.
- 3.3 Deflectograph data can be used to model the future behaviour of roads for which design and construction details are documented. The use of such data to predict the behaviour of roads that have not been engineered is not so well defined.
- 3.4 The limited research available together with recent operational experience indicates that there are probably three categories:
  - (a) Lengths of roads with deflections up to 4 mm that can probably carry all legal ("Construction and Use") vehicles but which will require monitoring and management over a reduced life.
  - (b) Lengths of roads with deflections between 4 mm and 6 mm which will/may fail if allowed to carry unrestricted traffic.
  - (c) Lengths of roads with deflections of 6 mm and over which have failed or are about to fail.
- 3.5 Appendix 1 contains a summary of the survey results. A number of roads were in such poor condition that the Deflectograph could not survey them.
- 3.6 It is recommended that weight restrictions be promoted for all roads with significant lengths with deflections greater than 4 mm. Roads with small amounts of deflection greater than 4 mm will be monitored and, if funding is available, will be re-surveyed in one or two years time. It is also recommended that those roads that could not be

I have a copy of Appendix 2 if you wish to see it

implementation if required. Additional maintenance funding would be required to cater for the inevitable increased damage to the roads. This is estimated at approximately £750,000 pa.

- (c) Monitor road condition. These roads, whilst not in a satisfactory condition, can probably carry all legal ("Construction and Use") vehicles.

- 3.13 It may be necessary to implement complementary restrictions on routes which would carry traffic diverted by the recommended restrictions if implemented. This is being assessed.
- 3.14 The promotion of permanent orders would require consultation with Area Committees and could result in formal objections. As with the bridges weight restriction orders in 1998/99, it is recommended that a special sub-committee, to make recommendations, be set up to consider outstanding objections.
- 3.15 If objections cannot be resolved then it will be necessary to appoint an independent reporter to hear them and report to the Council. The Reporter's findings would be reported to the Environment and Infrastructure Committee since they may have significant financial consequence.
- 3.16 Clearly if the Committee were to allocate capital expenditure to the upgrading of some routes then the number of weight restrictions necessary would be reduced.
- 3.17 Enforcement of any weight restrictions could be vital and two portable weighbridges will be purchased for use by Dumfries and Galloway Police.
- 3.18 The committee agreed that weight restriction orders would be held in abeyance if satisfactory agreement could be reached with the local forestry industry. This approach would be consistent with the use of the weight restriction order as a final resort to protect the public road.
- 3.19 As previously reported a Dumfries and Galloway Timber Transport Forum has been formed. The major task facing the Forum is the analysis of up-to-date extraction forecasts and traffic flows to determine a network of preferred routes. This process will, almost certainly, introduce new roads into the equation and these will require investigation/survey and may require either works or weight restrictions.
- 3.20 A further report on the preferred routes network will also identify routes which are being used as short-cuts when there are more satisfactory alternatives and will make appropriate recommendations.

#### **4. Consultation**

The Chief Constable and Director for Community Resources have been consulted on the terms of the report and

#### **5. Financial and Staffing Implications**

- 5.1 Implementing the identified weight restrictions is estimated to cost £10,000 and provision for this has been made in this year's Capital Programme.
- 5.2 As previously advised, to bring the roads investigated up to full Construction and Use standards will cost an estimated £14 million. Minimum cost works to provide for managed trafficking on the whole of the network are estimated to cost about £4.4 million. An estimated £750,000 additional funding will be required for increased maintenance on roads which are not subject to the recommended weight restrictions.
- 5.3 Procurement of portable weighbridges will cost approximately £16,000 for which provision has been made in this year's Capital Programme.

- 5.4 A bid has been made for Capital provision for next financial year for funding for additional surveys, weight restrictions, signing and for collaborative projects.
- 5.5 It is probable that objections will be received to the weight restrictions and responding to these will impact on staff resources.

**6. Recommendation**

- 6.1 Weight restrictions be promoted on the roads indicated in Appendix 1A.
- 6.2 A sub-committee to hear objections and make recommendations be set up.
- 6.3 Other roads, listed in Appendix 1B and 1C continue to be monitored and resurveyed in 2001/2002.
- 6.4 Negotiations be started over joint maintenance/reconstruction of the U115s.
- 6.5 A further report on the revised preferred route network.

Bill Barker  
Road Network Manager  
Direct Dial (01387) 260103

BBRA18D

*Alistair M Speedie*  
*Accountable Officer*  
*Infrastructure/Waste Management/Environmental*  
*Services/Finance*  
Militia House, English Street, Dumfries, DG1 2HR

**Background Papers:**  
*(as required under the Access to Information Act)*

**APPENDIX /-**

## Environment, Land and Property

COPY

**Director: Ronald Sheed, BSc., CEng., M.I.C.E.**

**Strategy and Design Services**

MacAdam House, 34 Charlotte Street, Ayr KA7 1EA

DX AY47 AYR - 1

Tel: (01292) 612324

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Email: [Infrastructure.Services@south-ayrshire.gov.uk](mailto:Infrastructure.Services@south-ayrshire.gov.uk)

Our Ref: AE/5405/MS

Your Ref: CK/WH

Date: 27/11/01

If phoning or calling please ask for: [REDACTED]

Scottish Woodlands Ltd  
4 Newmarket Street  
Castle Douglas  
DG7 1HY

Dear [REDACTED]

### AYRSHIRE TIMBER TRANSPORT GROUP - DRAFT AGREED ROUTES MAP FOR AYRSHIRE

With reference to your recent letter dated 22<sup>nd</sup> November 2001, I can confirm that extraction points details were provided before work on the draft map began. There was no mention of timber being extracted from the five locations mentioned within your letter. However, after looking at the problem areas the following details were established:-

<u>Property Name</u>	<u>Route</u>	<u>Designation</u>	<u>Details</u>
Clanmore	U52	Excluded	(i) Road is in poor condition. (ii) Two bridges have failed bridge assessments and are being monitored. The alternative would be to impose a weight restriction. (iii) The U52 cannot be used as a timber route in its present condition.
Dochernell	U52	Excluded	(i) See above.
Pinclanty Hill	B734	Excluded	(i) The 'consultation' section of the B734 could be extended from Barr to Pinclanty in order to allow timber to be extracted. All of this timber would travel east from Pinclanty towards Barr and then Old Dailly.
Ballochmorrie	U102	Excluded	(i) Road is in poor condition. (ii) The U102 cannot be used as a timber route in its present condition.
Culzean	C102	Excluded	(i) The preference would be to create an internal forest road out on to the A719.

I understand that the timber has to be extracted and I am sympathetic to your concerns, but in certain cases the public roads cannot cope with the additional loading.

I will pass a copy of this letter to Mike Alexander, Timber Growers Association, Edinburgh. I am sure it can be raised and discussed at the next Ayrshire Timber Transport meeting in greater detail.

I hope this information is of help.

Yours sincerely

[REDACTED]  
**AREA ENGINEER**

copy - [REDACTED] (Timber Growers) / [REDACTED] (East Ayrshire) / [REDACTED]

28 NOV 2001

1501/10655

# Scottish Woodlands Ltd

4 Newmarket Street, Castle Douglas, Kirkcudbrightshire DG7 1HY  
 Telephone: 01556 502754 Facsimile: 01556 503900  
 Email: CastleDouglas.Office@scottishwoodlands.co.uk



Ref: CK/WH

22 November 2001

Rmr/MS:

South Ayrshire Council  
 Infrastructure Services  
 McAdam House  
 34 Charlotte Street  
 Ayr  
 KA7 1EA

copied to DM=I

Dear Sirs

## AYRSHIRE TIMBER TRANSPORT GROUP DRAFT AGREED ROUTES MAP FOR AYRSHIRE

Having received a copy of the above draft plan we are writing to express concern on behalf of a number of our clients whose timber extraction will potentially be affected by 'excluded route' designations on their existing main forest access. Within South Ayrshire we would list the following main cases:

<u>Property Name</u>	<u>Grid Reference</u>	<u>Public Road - Present Access</u>
1. Clanmore	NS 240 880	U52
2. Dochernell	NS 225 870	U52 (or B734 west)
3. Pinclanty Hill	NS 235 908	B734 (west)
4. Ballochmorrie	NS 260 825	U102
5. Culzean (part)	NS 240 087	C102

Tonnages/  
timescale

copy:  
MA  
JB  
Rmr  
DM=I

Within East Ayrshire we see no direct problems but have a general concern that for many properties e.g. East Sciencetuch (NS 403 056), Cloncaird (NS 382 073) - the use of the B741 East is a crucial link to timber markets at Egger etc.

Clearly we understand the problems of the local authority having minimum resources to repair and maintain the rural road network but we do not wish to see any of our clients forests 'landlocked' and trust this will not occur.

FILE  
5405



Directors: The Earl of Dalhousie DL (Chairman) N.W.S. Campbell (Managing) D.G. Aitken (Secretary)  
 T.A. Bruce Jones D.A. Colman S.A. Johnston C.E.N. Kennedy I.H. Leslie Melville C. Mann J. Nicol

Registered Office: Research Park, Riccarton, Edinburgh, EH14 4AP Reg. No: 101787 Edinburgh.



5405

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** 9/27/01 5:11pm  
**Subject:** Next Meeting with Freight Companies

[REDACTED]  
Further to our meeting on Monday about my work on Freight Roads, I am writing to let you know [REDACTED] have:

- 1) met with [REDACTED] to agree the routes we have identified are in line with his wishes
  - 2) arranged a meeting with representatives from the Freight Transport companies and Forestry Authority to finalise the timber lorry routes
  - 3) this will be on 9 October in back conference room
  - 4) arranged to have a GIS map of our proposed routes made, showing the routes we are trying to secure
  - 5) this map will also be distributed to other staff to seek their comments, and help identify any other issues (such as traffic calming needs, bridge strengthening requirements, etc)
- I am now ready to go with you meet with [REDACTED] to explain our proposals, prior to approaching Chief Executive.

Please let me know if you have any dates and times.

Regards

**From:** [REDACTED]  
**To:** Paul Torrance  
**Date:** 9/26/01 1:51pm  
**Subject:** Progress Report - Timber and Rail Freight Projects

Dear Clir Torrance

[REDACTED] asked me to write to you with an update on where we are with our endeavors to pursue timber and rail freight projects in rural South Ayrshire.

#### **Background**

- 1) we are in discussions with the Scottish Executive, and have discussed a couple of options for pursuing this
- 2) this has also included examining different means of sourcing Government funding contributions
- 3) we have also been in discussions with agents of the European Union, to pursue funding contributions from them
- 4) I and some of my other colleagues in Strategy & Design services have identified a network of roads which would be affected by any proposals, and devised provisional infrastructure improvements to cater for the increase in freight traffic. These are our preferred timber routes for accessing/egressing the proposed forestry fields
- 5) I have been in discussions with the Forestry Authority to identify their views
- 6) EWS Railways Ltd have also been in negotiations with us, with a view to pursuing a joint venture. Sadly, they have not allowed us to give out the details of this, due to the commercial confidentiality of their proposals.
- 7) We have also been in discussions with ABP Ltd

#### **Proposals**

- 1) we propose to submit a bid to the Government for financial assistance to construct a timber rail freight facility at Barrhill. There would be associated road works to compliment this
- 2) this cannot be finalised until we have agreement from the Forestry Authority and key members of the timber industry on the network of preferred timber routes
- 3) A meeting is due with them in the next week or two to put forward our proposed network. They will, obviously, need a little time to examine the proposals and make amendments/comments
- 4) once agreement is made on this, we can begin the detailed designs of the rail freight and road works
- 5) a Bid to the Government (and also possibly the European Union) will be made and submitted
- 6) It is proposed to have the Bid to the Government (and EU, if applicable) by February 2002
- 7) this could be sooner, if things proceed quicker than anticipated with the timber industry

#### **Grangestone**

- 1) the proposals for Barrhill will be implemented in a 'modular' format, so there is plenty of opportunity to expand the system to cover the Grangestone Industrial Area
- 2) Barrhill infrastructure has to be in place prior to Grangestone being in a position to begin



**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** 9/18/01 4:56pm  
**Subject:** Re: Timber Flow Maps

>>> [REDACTED] 09/14/01 08:37am >>>

Further to yesterdays meetings relating to timber haulage issues a meeting has been arranged in Charlotte Street with representatives from East Ayrshire, Timber Growers Association, a local haulier, major users, Forest Enterprise and Forestry Commission on Tuesday 9th October 2001 at 10.00 to go through the draft timber flow maps, which you have prepared, and the various route designations in detail.

I would be gratefull if you could confirm that you will be available to attend the meeting and if not provide alternative dates to re-arrange the meeting.

Another date for your diary is the next Ayrshire Timber Transport Liaison group meeting in Kilmarnock on the 6th December 2001 at 14.00.

**CC:** [REDACTED]