

CAMP TRACKS DEVELOPMENT - PROGRAMME PROPOSAL1 Background

- 1.1 Information is drawn from the Report by O'Reilly of 1963 on camp tracks.
- 1.2 £2m of development funds are presently reserved for camp tracks.
- 1.3 The road gang is at present short of work and needs a programme of schemes; otherwise it must be transferred to other work.
- 1.4 The use of overseas labour at some £12/hour is considered too expensive for use on road construction.
- 1.5 The operation of the present quarry can only be justified in support of substantial road building. FIG's crushed rock requirements outside roadwork are only 10 - 20 tonnes a day and could be produced by a small mobile crusher.
- 1.6 The options are to close down the quarry operation or to get on with a programme of road construction.

2 Objective

- 2.1 This paper proposes a programme of camp track construction.

3 Construction Costs

- 3.1 The quarry for the construction of roads needs to be along the route of the road. The distance from the quarry is important; the further the haul the higher the cost. As a result the tracks nearest the quarry will be cheapest and should be built now and the crusher plant moved to other tracks in their turn. The capital cost of four haulamatics is £185,000; the expense of using them obviously varies with the mileage that they need to travel.
- 3.2 First priority should be given to tracks nearest to Pony's Pass and the second priority will determine where the next quarry is established.

4 Labour Force

- 4.1 Roads can only be built where there is a labour force with back up of plant, fitters and spares. There can be a programme of tracks at Darwin, Fox Bay East and San Carlos when a labour force can be made available at those places. Crushers and plant would be moved to those bases.
- 4.2 Until the Mount Pleasant road is handed over to FIG no tracks beyond Pony's Pass and the Government roads beyond it can be constructed because there is no access.

5 Economics of the Provision of Tracks

- 5.1 The provision of metalled tracks in place of travel over the camp offers large savings in fuel and time.
- 5.2 The provision of metalled tracks increases the value of the land they pass through and the cost of the road could possibly be recovered from the increased value of the land through some form of developmental charge.
- 5.3 Generally roads should be built where the cost can be recovered from the landowner or by sale of the land at increased value.
- 5.4 The increase in the length of roads increases the maintenance with load and annual cost. It raises the question of which roads the FIG should maintain and how the maintenance is funded.

6 Form of Construction

- 6.1 The width of tracks will be determined by the construction equipment size and in the present circumstances it will be decided by the haulamatics. The width will be some $3\frac{1}{2}$ metres, narrower than the present road to Pony's Pass.
- 6.2 Construction will be in the way already established with limited peat stripping and more emphasis placed on effective drainage and culverting.
- 6.3 Narrower roads mean greater length, for the same cost. There is no need for two lane highways until there is significant two way traffic.

7 Cost

- 7.1 All costs will be local except for fuel, spares and any replacement equipment. A cost for unit length is best established by effective control of the expenditure code and measurement of the construction length. The cost will vary with the natural ground conditions; the shortest route is not necessarily the cheapest.
- 7.2 A cost target is estimated to be £34,000 per mile or £20,000 per mile for labour and material only. The gang should construct 1 mile every 9 weeks in the drier part of the year. It amounts to some 4 miles a year. More teams are needed to spend the money over a reasonable time scale.
- 7.3 The £2m could provide 100 miles of track, less where the tracks are distant from Stanley; practically it will be of the order of 60 miles over perhaps ten years.

8 Programme of Road Construction

8.1 East Falkland

- ✓ A) Pony's Pass to Estancia (9.2 miles). This route makes use of the existing quarry, opens up more land and is of a similar cost to developing the Moody Brook route to Estancia. The quarry would be moved to a site on the North of Mount Kent in the course of construction.
- ✓ B) Estancia to Teal Inlet (16.0 miles). This length will open up vast tracts for development and all weather road access. The cost will be higher because of the distance from Stanley.
- ✓ C) Estancia to Green Patch (7.0 miles). Opens more land to development and all weather access.
- ✓ D) Teal Inlet to Douglas (10.7 miles). This stage will require housing accommodation for the construction team. (Pony's Pass to San Carlos totals 54 miles of track.)
- ✓ E) Moody Brook to Murrel Bridge (4 mile equivalent). This length offers little economic benefit. It would provide a road circuit outside Stanley and would be environmentally very attractive.

8.2 West Falkland

- A) Any development on West Falkland is dependent on the recruitment of labour for construction work there. Transfer of road and quarry teams on a weekly basis would require accommodation and increase the cost of work. Certainly it is practicable.
- B) Fox Bay to Chartres via Black Horse (27.2 miles). This would join two of the larger communities on West Falkland. The FIG development at Fox Bay East would provide a base and spur to development there. For geological reasons the road might cost a little less with more easily won stone and thinner peat. It might mean a jetty was needed at only one of the sites.

9 Jetties

- 9.1 Shipping will remain the main system for freight for the Islands. However jetties are expensive to build and can be easily damaged cutting off vital links. Roads provide options and frequent connections. Gradually, there will be fewer jetties which will be better and pass more freight. The harbour circumstances will probably determine which jetties survive and develop. Every road connection offers savings and benefits by shared services such as school, airstrips, supplies, fuel and shops. Frequency of journeys and the ability to travel despite weather conditions are the greatest benefits from roads.

10 Proposals

- 10.1 The Council is requested to consider these options for the programme for the next five years. If the road to Mount Pleasant is handed over to FIG in two or three years time, further options will be opened and the programme revised then. Until that time the road and quarry teams need a programme of work.

10.2	<u>Route</u>	<u>Miles</u>
Option 1	Pony's Pass to Estancia	9.2
	Estancia to Teal Inlet	16.0
	(Teal Inlet to Port San Carlos	28.5)
Option 2	Pony's Pass to Estancia	9.2
	Estancia to Green Patch	7.0
Option 3	Fox Bay East to Chartres via Black Horse	27.2
Option 5	No roadworks construction and the quarry is closed down.	

- 10.3 A track of some 400 metres is needed from the main road to the Sapper Hill Reservoir and approval for this work from development funds is requested. This work will take place with whatever option is adopted. Similarly some minor work on the track up the Moody Valley would open the road there again to landrovers and approval for this work is also requested. (Vehicles returning to Stanley each evening would be used to carry stone.)
- 10.4 When a programme has been agreed special working and travelling arrangements for the workers concerned will need to be agreed. It will detail working hours, travel time, lunches, dirt money and will need to be agreed with the Union. Certainly changes in the present practices are needed.

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