

Appendix One

AUDIT of the COMMUNITY PRIORITY PROJECTS

See also Map M33/2

1: Letham to Monimail via Nisbetfield

The route is in place and easily walked, with no physical blockages.

It is a claimed PRow

The route subdivides naturally into 3 stages:

A] The top of School Brae to just short of Nisbetfield steading.

B] The farm steading.

C] the field edge to Monimail Cemetery.

As the route is freely available to pedestrian access any upgrading works other than end signage would require land managers consent. The land managers main concern would be the promotion of this route as a 'safe route to school' as clearly it runs through an industrial unit – the farm steading. School times would also coincide with busy periods around the steading. Segregation of the route from the farm by means of double fencing around steading and through arable field would lead to maintenance issues, not fully solve the problem and be prone to people still shortcutting through the yard. This may not be acceptable to the land managers.

PROJECTS: to be taken forward with land managers

Stage 1: Erect signage and waymarkers along the route.

Erect seating at appropriate point(s).

Erect replacement gate at cemetery end.

Erect waymarkers through steading- both route and H&S issues.

1,150

Stage 2: Erect double fencing to segregate route from farming enterprises.

3,850

Stage 3: Surface the segregated route.

7,200

£ 12,200

2: Letham to Monimail via the Church

The route follows the C class road and as such there is a good walking surface with no physical blockage.

The road is not particularly busy but as it is narrow with corners and blind summits therefore it cannot be considered a 'safe route to school' for unsupervised primary school children.

The options for whole length improvement would mean taking in a one to two metre edge out of the adjacent fields and woodland areas- this would be subject to land managers approvals and may not be easily won.

To upgrade the whole length either:

A] a kerb would have to be laid at the edge of the carriageway with a surfaced path behind as per the current A92 path. This would be expensive and could be further complicated by drainage problems.

B] take a two metre swathe out of the field and lay a surfaced path separate from the road carriageway. Double fencing may or may not be required also potential farm administrative problems with hectareage.

A partial upgrade could be done taking the path off the road for certain sections only where agreement can be made. An example would be into the disused quarry area or the church woodland. There may be concerns over the path disappearing out of sight into dark woodlands.

PROJECTS: to be taken forward with land managers

Stage 1: Erect seating at appropriate point(s).

Woodland management - maintenance and individual tree planting.

900

Stage 2: Erect fencing to segregate route from farming enterprises.

Surface the segregated route.

21,820

£ 22,720

3: Melville House circular from Monimail

Access to the house drive from the village would appear to be out of bounds with a new gate system believed to be appearing shortly at the top of the drive. In any case the route would pass next to the house which is likely to be considered not responsible access in terms of The Land Reform (Scotland) Act 2003. Agreement would need to be reached with the surrounding land managers to allow the creation of a new route to the east of Melville House, this could prove hard to justify and difficult to gain.

The remainder of the route is on either agricultural vehicle track or class C Council road and free from physical blockage apart from one temporary gate to the east of Melville Home farm steading.

PROJECTS: to be taken forward with land managers. Try to negotiate an alternative route.

Stage 1: Fence field edge path route £ 5,000

4: Cycle Path Letham to Fernie (towards Cupar)

A 1k section of the very busy and fast A92 road needs to be negotiated between the village and the quieter country road at Fernie. At present there is a narrow unbound chip path adjacent to the roadside kerb from the village junction to the entrance to the Fernie Castle Hotel. This is barely suitable for pedestrians. There is no access provision from this entry around the corner to the Fernie junction. Possible alternatives:

A] Investigate carriageway cycle lane marking and verge signage. A waiting to cross holding area would be required in the north verge to allow the right turn manoeuvre into the Fernie road if approaching from the South on the A92(T).

B] Investigate a separate path set back from the main carriageway. This could easily be accommodated on the North roadside verge apart from the narrowing section between the Hotel entrance and Cunnoquhie Lodge.

C] It may be possible to negotiate a path through both the Hotel ground and the farm ground to 'short-cut' the narrowing verge and road junction but this could prove both difficult to justify and gain approval for.

Opportunities exist to plant individual trees along the wide road verges.

PROJECTS: to be taken forward with land managers.

Demonstrate need to the Scottish Executive through Bear (Scotland) and negotiate off-road access path.

Off-road all users path £ 45,000

5: Link between Letham and the Bow of Fife.

At present a very busy country road links them with no provision for walking, riding or cycling. Undulations and corners increase the dangers. Consider an approach to FC Roads regarding a quiet country road scheme or stopping-up the road.

The long-term solution may lie with the reinstatement of the Mountcastle Quarry that is due to finish up on the present site in some four to five year's time. Arguments could be put forward to leave an access route down the eastern side of the site at final reinstatement. This could pick up from the sewage works access road and run to the junction of the Ballantager and Fernie Burns. But this is a field short and further negotiation would be required to gain an access route across the field to the east along either north or south banking of the Fernie Burn or south down through the narrow field between Bridgehall Cottage and the Burn.

The preferred option would be to follow the burn east and join the quieter country road rather than the A91. The path would join the road at the Fernie Burn bridge, from this point there is a woodland strip on the east side of the road all the way into Bow of Fife.

Negotiate with land managers for a woodland access path through the first 400m section North out from Bow.

PROJECTS: to be taken forward with land managers

Stage 1: Erect seating at appropriate point(s).

Woodland management - maintenance and individual tree planting.

Roadside warning signs may be considered

1,500

Stage 2: woodland edge path creation

9,000

£ 10,500

6: Link from Collessie to Monimail.

The route follows the C class road and as such there is a good walking surface with no physical blockage. The road is not particularly busy but as it is narrow with corners and blind summits it is far from ideal. The options for whole length improvement would mean taking in a one to two metre edge out of the adjacent fields and woodland areas- this would be subject to land managers approvals and may not be easily won. To upgrade the whole length either:

A] a kerb would have to be laid at the edge of the carriageway with a surfaced path behind as per the current A92 path. This would be expensive and could be further complicated by drainage problems.

B] take a two metre swathe out of the field and lay surfaced path separate from the road carriageway. Double fencing may or may not be required also potential farm administrative problems with hectareage.

A partial upgrade could be done taking the path off the road for certain sections only where agreement can be made. An example would be to form a path within the woodland areas north and south of the road west of Monimail, some 250m.

PROJECTS: to be taken forward with land managers

Stage 1:	Erect seating at appropriate point(s).	
	Woodland management - maintenance and individual tree planting.	1,600
Stage 2:	Erect fencing to segregate route from farming enterprises.	
	Surface the segregated route.	<u>36,400</u>
		£ 38,000

7: Link from Monimail to the Howe Nature Park.

As discussed in 3 above Melville woods are difficult to reach other than by the Melville Home Farm track. But having started out on this track it does form a good access to a point 100m west of the Melville roundabout. The roundabout has a central reserve on each road, which enables crossing the road in two stages, but there are no drop kerbs or surfacing through the reserve to aid safer crossing. From the roundabout the Nature Park path network is accessible through a woodland edge. The better option would be to negotiate a path route through the Melville woodland to a crossing point away from the roundabout and link across the road and form new path to tie into the Nature Park network. Application will be required to the Scottish Executive through Bear (Scotland). An opportunity may be to tie in with Bear resurfacing works due in 2005 to deliver the crossing points.

PROJECTS: to be taken forward with land managers

Stage 1:	Erect signage and waymarkers along the route.	
	Erect seating at appropriate point(s).	
	Erect access control gates on woodland section	
	Erect chicane and path to Bear Scotland specification to form access points on the A92 (T)	
	Form path link to Howe Nature Park	
		£ 10,000

8: Link from Letham to Fernie

There are three alternatives:

A: By the main A92 (T) road: see 4 above.

B: Following the claimed PRoW around Cunnoquhie.

The route follows the agricultural vehicle track through Letham Farm, on meeting the Fernie burn the route leaves the track and crosses over a narrow field gated sleeper bridge and then follows a pasture field edge until reaching the Cunnoquhie Farm Drive then follows the drive down to the main road. This leaves a walk of some 250m along the busy road edge without any surfaced path. The route is freely available with two sections requiring upgrade across the field edge and adjacent to the main road, the rest has a good walking surface with no physical blockage.

PROJECTS: to be taken forward with land managers

Stage 1:	Erect signage and waymarkers along the route.	
	Erect seating at appropriate point(s).	
	Woodland/ tree management - maintenance and individual tree planting.	
	Waymarkers route through steading(s)- both route and H&S issues.	1,350
Stage 2:	Erect bridge over the Fernie burn or revise the gate system to allow access when existing agricultural gate is closed.	
	Upgrade road verge with chip path	5,500
Stage 3:	Erect double fencing to segregate route from farming enterprises- maintenance liability.	
	Surface the segregated route.	<u>7,000</u>
		£ 13,850

C: A suggested new route shortcutting from the above route across a field edge.

The field edge links the PRoW to a point opposite the Fernie Castle Hotel entrance on the A92 (T)

This could prove difficult to justify and gain land manager support for a formalised path.

PROJECTS: to be taken forward with land managers

Stage 1:	erect waymarkers along the route & erect kissing gates at either end.	800
Stage 2:	Erect double fencing to segregate route from farming enterprises- maintenance liability.	5,100
Stage 3:	Surface the segregated route.	<u>8,500</u>
		£ 14,400

9: Link Bow of Fife to Howe Nature Park

At present access has to be taken along the very busy A91 road. There is no provision for walking along the verge after Barham Lodge, there is a chip path up to the lodge. There is no formal access into the Park from the A91 but access can be taken through Edensmuir Forest.

The long-term solution may lie with the reinstatement of the Mountcastle Quarry that is due to finish up on the present site in some four to five year's time. Arguments could be put forward to leave an access route down to the eastern side of the site at final reinstatement. This could form an entrance at the junction of the Ballantager and Fernie Burns. But this is a field short and further negotiation would be required to gain an access route across the field to the east along either north or south banking of the Fernie Burn or south down through the narrow field between Bridgehall Cottage and the Burn.

Alternatively the verge of the A91 could be upgraded to form a chip path and a Park entrance formed into the park adjacent to the Picnic Area.

It may also be worth considering an entrance from the bus stop near the Melville roundabout.

Stage 1	Upgrade road verge with chip path	
	Form surfaced path and entrance into the Park.	£ 17,000

10: Claimed PRow Monimail to Whitefield and Pathcondie Circular

These routes follow well-used agricultural vehicle tracks. There is no separate provision for recreational access if any of the many agricultural field gates are closed.

PROJECTS: to be taken forward with land managers

Stage 1:	Erect signage and waymarkers along the route	
	Erect seating at appropriate point(s).	
	Woodland/ tree management - maintenance and individual tree planting.	
	Signage through steading(s)- both route and H&S issues.	1,250
Stage 2:	Erect kissing gates / self-closing gates adjacent to field gates, prioritise those that are closed more often – land manager change etc.	<u>1,500</u>
		£ 2,750

11: Claimed PRow Fernie towards Bow of Fife

This route follows well-used agricultural vehicle tracks with an alternative north ending through the woodland at Fernie. Access along this section is on a mature forest ride that is quite steep and muddy but it has the advantage of routing users away from the farm steading. There is no separate provision for recreational access if any field gates are closed also there is no provision around the cattle grids. This is a stock farming area with the route along an open field edge for the most, increased access could lead to management problems especially if users have dogs with them.

PROJECTS: to be taken forward with land managers

Stage 1:	Erect signage and waymarkers along the route	
	Erect seating at appropriate point(s).	
	Upgrade the woodland route	
	Waymarkers path through steading(s)- both route and H&S issues.	
		£ 4,625

12: Claimed PRow Westhall West Drive towards the Deer Centre

This route follows a well-used agricultural vehicle track with only one barrier, a vehicle barrier at the north end.

PROJECTS: to be taken forward with land managers

Stage 1:	Erect signage and waymarkers along the route	
	Erect seating at appropriate point(s).	
	Woodland/ tree management - maintenance and individual tree planting.	
	Waymarkers path through steading(s)- both route and H&S issues.	
	Erect self-closing gate adjacent to upgraded vehicle barrier.	
		£ 1,870

13: Claimed PRoW Over Rankeilour west to the Fernie Burn and Bow of Fife road.

This route has no defined route through the woodland then follows a very narrow field edge before entering woodland again and joining route 12 above.

PROJECTS: to be taken forward with land managers

Stage 1: Erect signage and waymarkers along the route
Erect seating at appropriate point(s).
Woodland/ tree management - maintenance and individual tree planting. £ 1,725

14: Claimed PRoW Letham- Letham Hill – Nisbetfield Circular.

This route follows a well-used agricultural vehicle track with only three potential barriers, two field gates at Letham Hill wood and one at the junction at the west of Monimail Quarry. The section north from Letham to Letham Hill is through woodland, this woodland is shading the track stopping it from drying out, woodland management along the path edges would improve the surface and enhance the users enjoyment of the route by creating a more interesting edge.

PROJECTS: to be taken forward with land managers

Stage 1: Erect waymarkers along the route
Erect seating at appropriate point(s).
Woodland/ tree management - maintenance and individual tree planting.
Waymarker to guide the user through steading(s)- both route and H&S issues.
Erect self-closing / kissing gates adjacent to field gates. £ 2,920

15: The Mount

The path leaves the council road through a double agricultural access gate. There is a Scotways signpost. The path then climbs steeply up a surfaced farm agricultural vehicle track. There is a Scotways signpost at a fork in the road. The path then crosses into a second field; an old wicket gate is in place beside the field gate with a stile to facilitate access into the woodland. The path joins the woodland tracks around the hill.

PROJECTS: to be taken forward with land managers

Stage 1: Erect self-closing / kissing gates adjacent to field gates
Erect seating at appropriate point(s). £1,150

All costs are guideline estimates and ex-vat