

**Sustainable Cupar
Final Report
June 2012**

1. Introduction

- 1.1 Sustainable Cupar contracted P4 Projects in January 2011 to carry out a Feasibility Study to consider improvements to the path network around the town.
- 1.2 Cupar is a small town in North East Fife at the crossroads of the A91, the A914 and the A913 and on the main Edinburgh to Aberdeen rail line. With traffic flow issues through the town and a small geographical area, a majority of journeys should be made using sustainable means. Research by Fife Council has shown that 53% of trips made in Cupar stay in Cupar.
- 1.3 As such, this report was commissioned to consider potential improvements to existing paths in Cupar and the creation of new ones to allow Cupar residents to use paths for functional (or everyday) reasons.
- 1.4 Initially five paths were considered by the study as follows:
 - a) Trading Estate Link
 - b) Cow Brae
 - c) Moor Road to Ceres
 - d) Station Bridge
 - e) Town Centre Close.

Each of these paths had a range of issues to be addressed and Section 3 of this report will detail how these issues were addressed.

- 1.5 The commission required the consultant to investigate the following elements of each of the paths:
 - Landownership – establishing landowners and negotiating with them where required;
 - Full path survey and specifications;
 - Full costings of the proposals;
 - Consideration of legal requirements of any path improvement works;
 - Recommended sources of funding.
- 1.6 The aim of the study is to have a series of paths that can be developed to be accessible by as wide a range of users as possible, including pushchairs and wheelchair / mobility scooter users. These paths will link key services and facilities including the Trading Estate, Bell Baxter High School, Elmwood College, the Town Centre and adjoining settlements.

2. Methodology

- 2.1 The following methodology was employed for this study.
- 2.2 Briefing meeting with client – this meeting was an opportunity to discuss the details of each of the paths that were to be considered by the study and the opportunities presented by each. It was decided at this meeting that the Town Centre Closes would not be covered by this study as they were already being considered by another working group in the town. There are also issues with building regulations and planning consents that would apply to these paths. There was further discussion about the Station Bridge path and a requirement by Tesco to carry out work under a Section 75 Agreement. It was agreed that the consultant would make an initial approach to Fife Council to establish the current position and a decision would then be made on whether or not this path would be included in the study.
- 2.3 Landowner information search, negotiations – this stage became somewhat protracted as it transpired that there was little information available on ownership and most that was available was out-of-date. The stage involved writing letters to contact potential landowners and then following these up with telephone calls. Where landownership could not be established, title searches were carried out with Registers of Scotland and further details sought within Cupar library. Negotiations were carried out where feasible including meetings and discussions with owners and agents.
- 2.4 Path survey – a full survey was carried out of the Trading Estate Link, Cow Brae link and the Moor Road. This involved surveying with a measuring wheel and recording the current situation and proposed works.
- 2.5 Mapping – base mapping was sourced from Fife Council via a sub-contractor licence with Sustainable Cupar. The routes options (as appropriate) were mapped and detailed maps also produced of each recommended route. These were designed to accompany the costings spreadsheets.
- 2.6 Costings and specifications – full costings were done of each route based on the results of the survey and full consideration of the topography and the potential use of the paths. It is essential that the routes are developed with minimum maintenance liabilities and it is on this basis that the specifications and costings were drawn up.
- 2.7 Funding research – research was carried out on likely sources of funding given the scale and location of the proposed works.
- 2.8 Report – a final report was produced pulling together all of the information collected in the above stages.

3. Route Findings

a) Trading Estate Link

This proposed path would connect the existing path on Fife Council land to the western side of the Cupar Trading Estate. Discussions were held with Fife Council as Sustainable Cupar had been advised that a route here was investigated some time ago but topography and landowner issues prevented the route from being developed.

The Area Transportation Plan consultation raised the suggestion of creating this link and it was therefore investigated but ruled out due to landowner and topography. Instead, Fife Council has allocated funds to complete the footway / cycle way alongside the A91 and this should be completed during 2011/12.

In consultation with Sustainable Cupar, it was decided that a route away from the main road would be preferable for most users and therefore landowner details were researched.

Subsequently, it was agreed that a further link should be investigated to the eastern side of the Trading Estate. Full details of both of these links are in Section 4.

b) Cow Brae Link

This route was proposed by Sustainable Cupar as a means of linking between South Road (A914) and the western side of the town where Bell Baxter High School and Elmwood College are located. This route will provide a more convenient link than the current one that uses South Bridge.

Landownership of this route took some time to establish but contact was finally made with the current owners. The field from Cow Brae to the drainage ditch (mill lade) is not currently grazed although it has been in the past and may be again in the future. The field is susceptible to flooding although according to the owners, the water level rises and recedes quickly.

c) Moor Road to Ceres

This is a very old "claimed" right of way that links the town of Cupar with the village of Ceres. First shown on Roy's Military Map of Scotland dated 1745, it is a popular and well-used link. Unfortunately it has significant drainage and woodland management issues, meaning that sections of the path have been washed away and others are waterlogged. There is significant local interest in rebuilding this route and making it useable for a wider range of people.

d) Station Bridge

A pedestrian bridge currently exists across the River Eden between South Bridge and East Bridge. At present this bridge is closed off and cannot therefore be used by pedestrians wishing to access the train station from the town centre.

P4 Projects telephoned Fife Council Roads and Transportation Services (George Adamson) and they confirmed that the engineering consultants, Scott Wilson have carried out a feasibility study for a new bridge over the river. The Scottish Environmental Protection Agency (SEPA) has been involved in this study due to flooding issues and a higher level bridge has been proposed. In addition a further feasibility study had been done in-house by Fife Council to consider options to link the town centre with the train station and Tesco.

£310,000 has been allocated to improvements to this route as part of a Section 75 Agreement with Tesco as part of their Planning Consent for the new store. This money will be transferred to the Council and they will design and build a route between the new store and the town centre. However, with the requirement for a higher level bridge, further discussions are required as there will not be enough funds from Tesco to construct this type of structure. A group of planning and transportation services staff has been established to progress this link.

No further work was required on this link by P4 Projects.

e) Town Centre Closes

There are a variety of other interested groups working on improving the closes in the Town Centre including Cupar CARS (Conservation Area Regeneration Scheme). The urban nature of this work and the requirements of planning consent including listed building consent (if required) meant that it was decided that it was not appropriate to carry out further feasibility work on the closes.

Routes a), b) and c) were therefore taken forward to the survey, specification and costings stages.

4. Route Feasibility

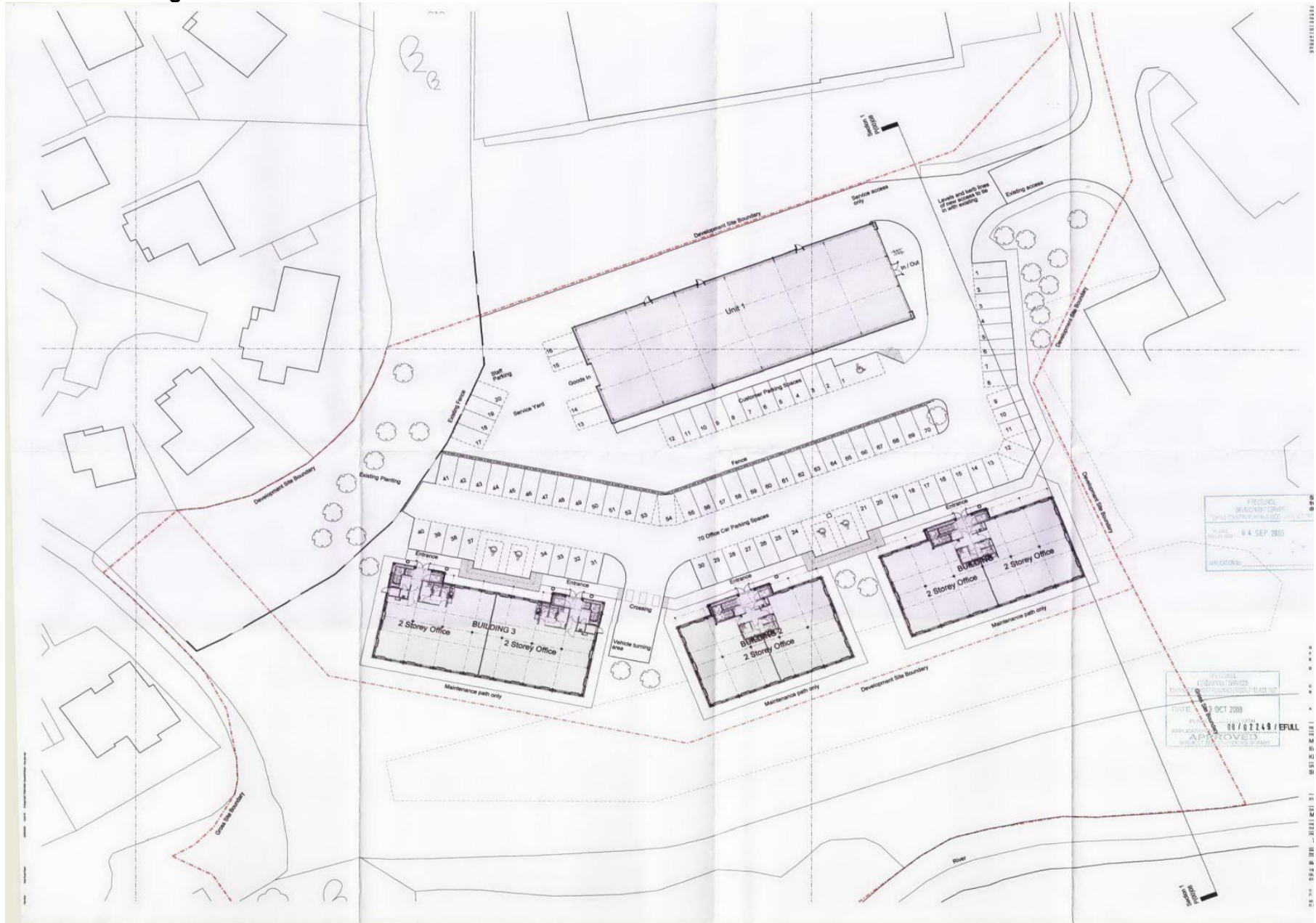
a) Trading Estate West

There is an existing Planning Consent for 3 office units on the re-formed area of land shown on Plan 1 and the area of land is all under one ownership. The owners have said that they are not averse to the proposals but have asked for a route that is not intrusive or affects the integrity of the office buildings.

Two routes shown on Plan 2 were proposed to the owners. Route 1 was eliminated as the owners were concerned about its proximity to office building 3. The owners have not returned any comments about Route 2 and therefore it should be assumed that they are happier with this proposal. The main comments about this route are that the owners will not come to an agreement "if it compromises the overall site/development potential". The recommended route does not compromise the site or development potential and in fact provides an asset to the development. Their agent has also suggested that there may not be enough width on their clients land at the point shown on Plan 2. This has been assessed and it is considered that there is sufficient width and that further land would not be required from the neighbouring owners.

It is therefore recommended that Route 2 should be pursued as the proposed line of the path. This route is costed in Table 1. A sealed bitmac surface is proposed for this route in order to maintain the continuity from the Fife Council path and the Trading Estate footway.

Plan 1 – Planning Consent for Offices



Plan 2 : Trading Estate Route Options

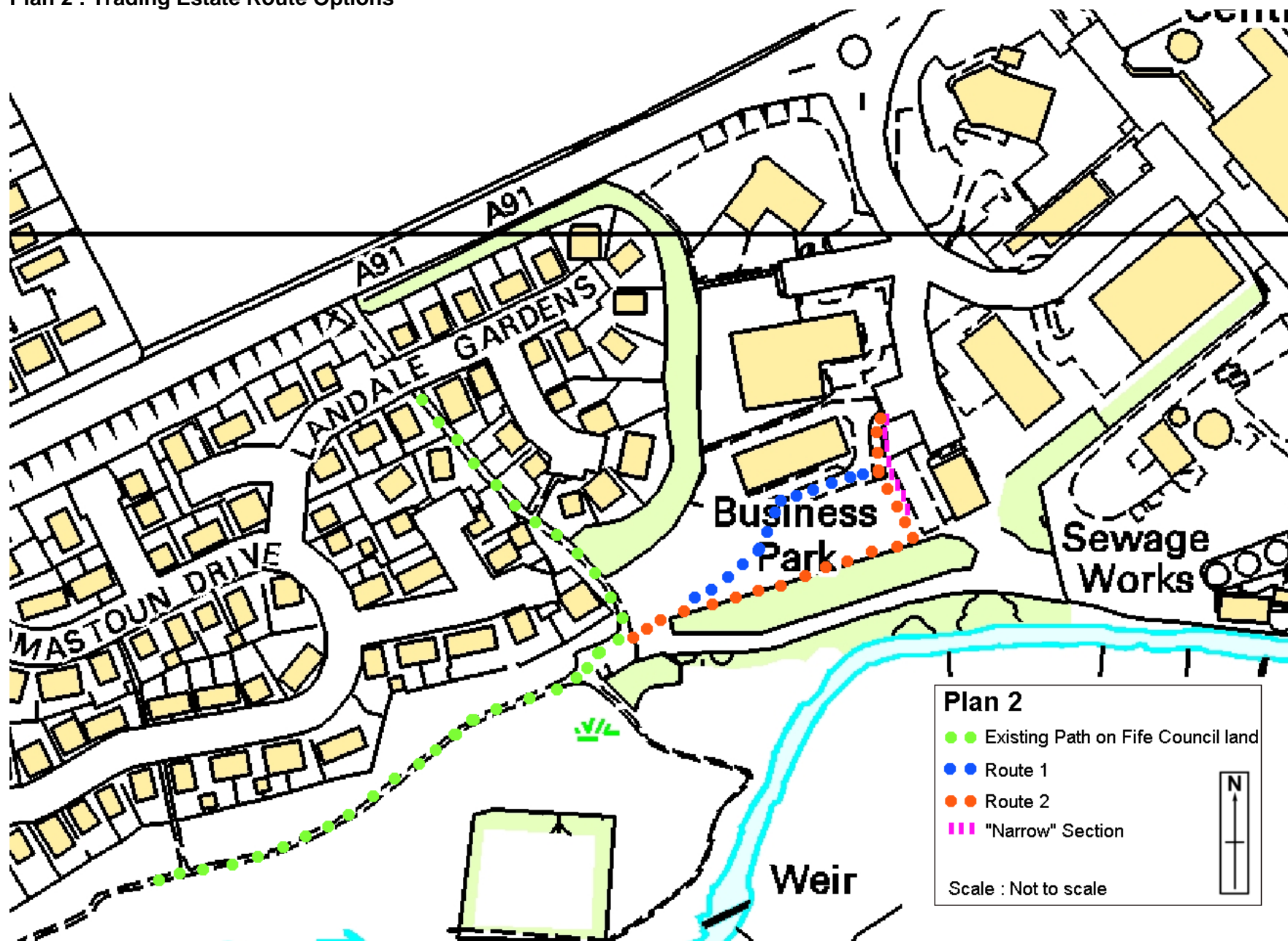


Table 1 : Trading Estate West Survey and Proposed Work and Costs

	Route Section	Current Route Condition	Proposed Work	Section Length (m)	Qty	Unit	Rate	Amount	Sub Section Total	Section Total
	0	Join council path	Timber Fingerpost		1	no	850.00	850.00		
			No motorbikes sign		1	no	250.00	250.00		
	0-144	Scrub vegetation and worn paths	Vegetation clearance		1	no	50.00	50.00		
			Earthworks to form 3m path width	144	432	m ²	6.00	2,592.00		
			bitumen macadam footpath 2.5m wide	144	360	m ²	28.00	10,080.00		
	150	2 no. raised inspection chambers	form protective wall round chambers		10	m ²	35.00	350.00		
	144-195	slope to car park level	Earthworks to form 3m path width	51	153	m ²	6.00	918.00		
			bitumen macadam footpath 2.5m wide	51	127.5	m ²	28.00	3,570.00		
	195	Join new footway	Timber Fingerpost		1	no	850.00	850.00		
			No motorbikes sign		1	no	250.00	250.00		
			bitumen macadam footpath 2.5m wide at corner	6	15	m ²	28.00	420.00		
	216-222	Grass area								
									19,760.00	19,760.00

Trading Estate East

Following a site visit with a member of Sustainable Cupar on 12th August, a meeting was arranged with Fife Council to discuss access around the edge of the depot. The whole area of the depot is operational and the potential line that had been proposed from the Aberhill Metals and Silo Square Ltd land is the materials recycling area. During the site visit, 3 large trucks entered and left this part of the site. Fife Council has to consider the Health and Safety implications and the security of the site and could only discuss a path if it was outside the existing perimeter fence. Some of this land is still owned by Fife Council.

The only option is therefore to take the route around the outside of the site which would mean negotiating with Network Rail. An email has been sent to Network Rail asking if a route partly on their land would be feasible.

An initial assessment of this route suggests that it is becoming very circuitous covering 3 sides of a rectangle and it is unlikely that it will be used to any great extent (Route Option 1 on Plan 3).

There are still several landowners to negotiate with as follows:

Cupar Garden Centre;

John G Sibbald;

Aberhill Metals;

Silo Square Ltd;

Fife Council;

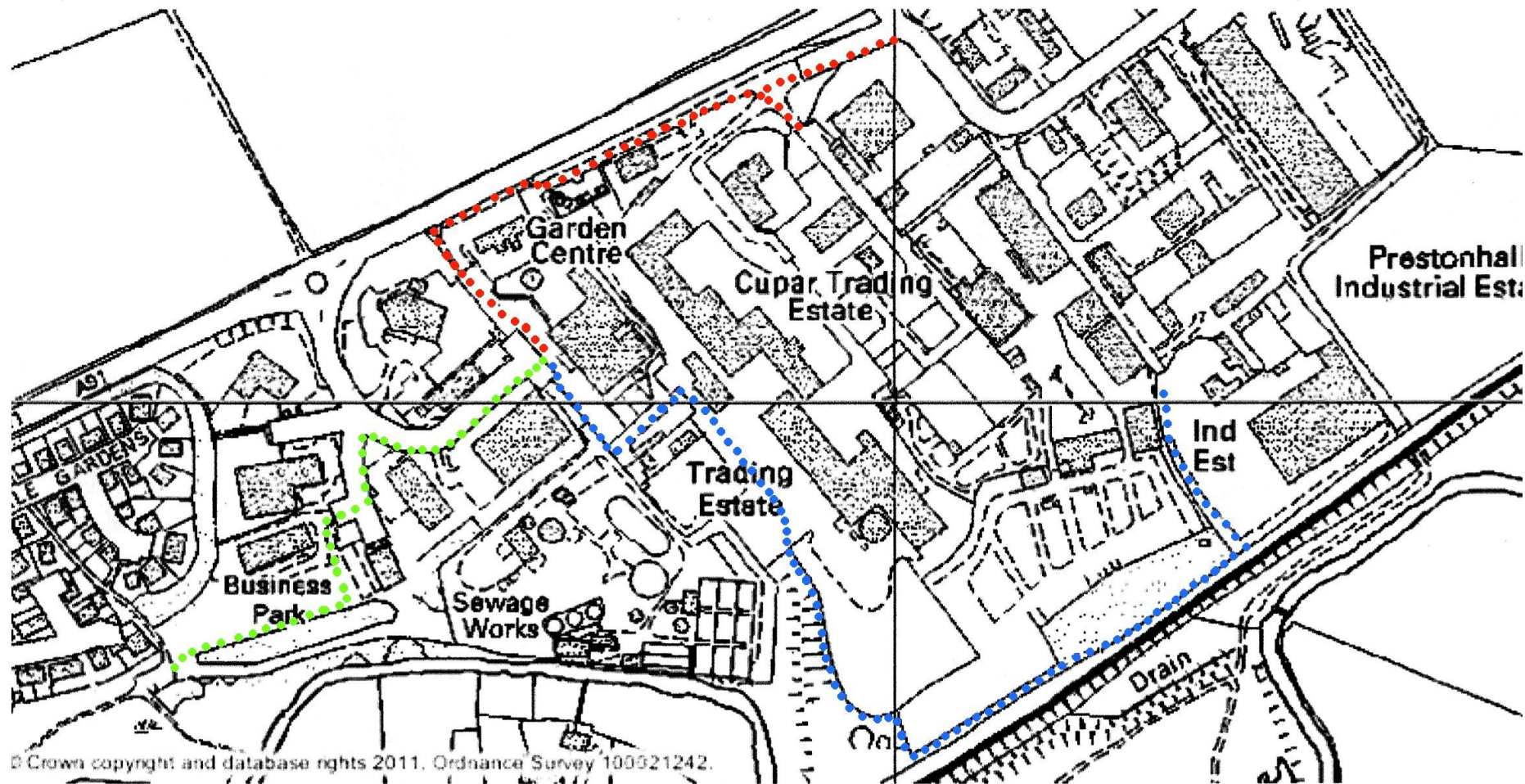
Network Rail;

Properties to the east of Fife Council depot.

It should be noted that Fife Council is constructing a joint footway / cycle way alongside the A91 this financial year. Whilst this is not the ideal off-road route, it will be a more direct link than one traversing round the Fife Council depot.

Another option may be to consider upgrading the path from the Garden Centre car park to the A91 and then constructing a ramp adjacent to the bus stop to access the service road. This is shown as Option 2 on Plan 3.

Plan 3 – Trading Estate East Route Options



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Key

- Route to Trading Estate West
- Route Option 1
- Route Option 2

b) Cow Brae

The route shown on Plan 4 was initially proposed to the owners as it forms the direct route between Cow Brae and the tunnel under the railway. The owners stated that they would not ideally like to see their field severed by a path. A meeting was arranged between Sustainable Cupar and the landowner to discuss options.

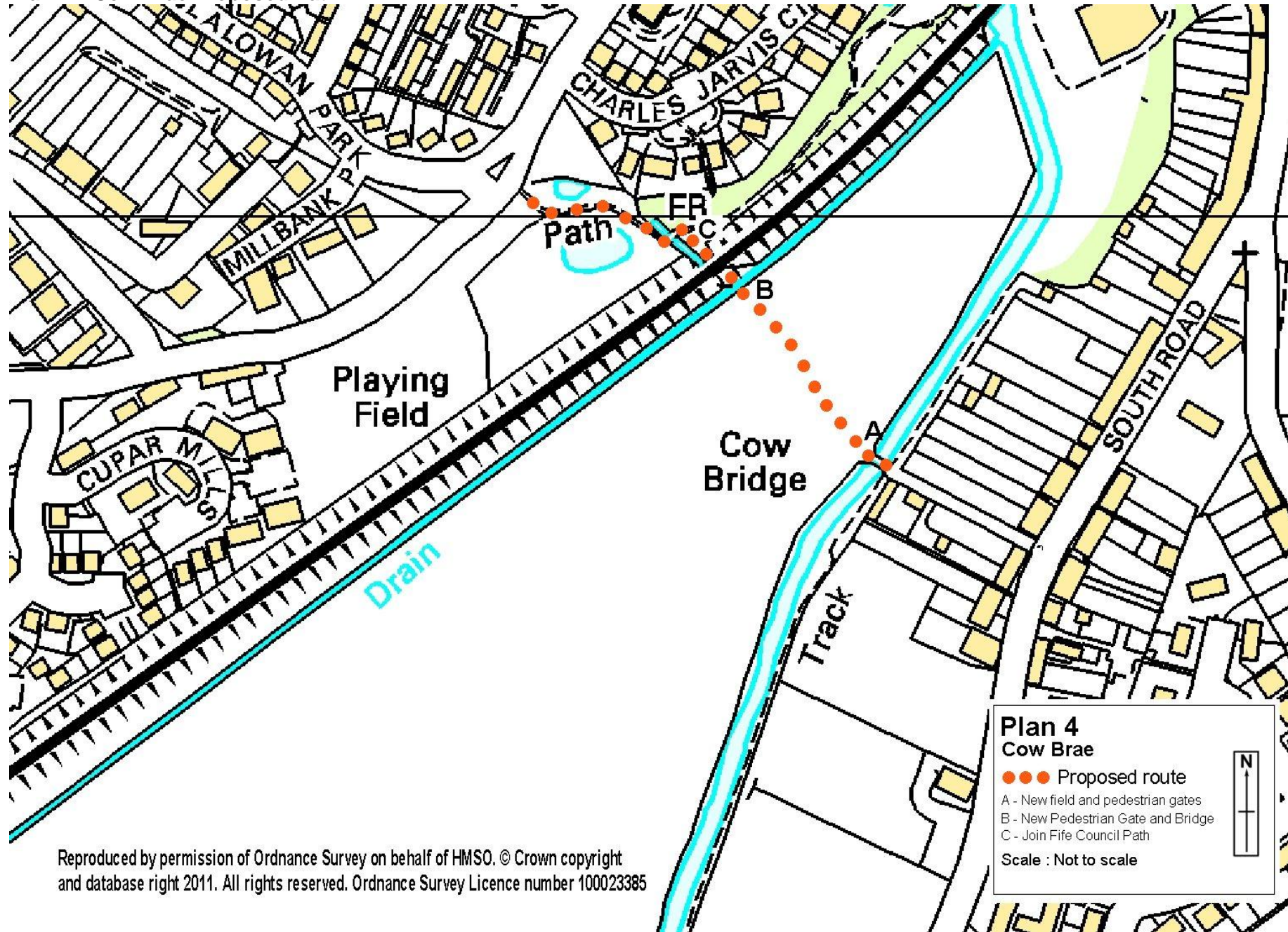
This meeting was very positive and various options were discussed. P4 Projects subsequently wrote to the owner and sent various specifications for fencing and gates. Investigation was made into possible funding for compensation for loss of land but unfortunately it does not appear that any funding is available.

When no response was received from the landowner, a subsequent reminder letter was sent but no response has been received to date.

Copies of correspondence are attached as Annex 2.

The specifications that have been drawn up seek to minimise the landowner's concerns about safety of the public if he grazes stock in the field. The use of fencing and gate arrangements mean that the field will be bisected, however, this provides the safest means of access for the public and provides a level of security for the landowner.

Plan 4 – Cow Brae Proposed Path

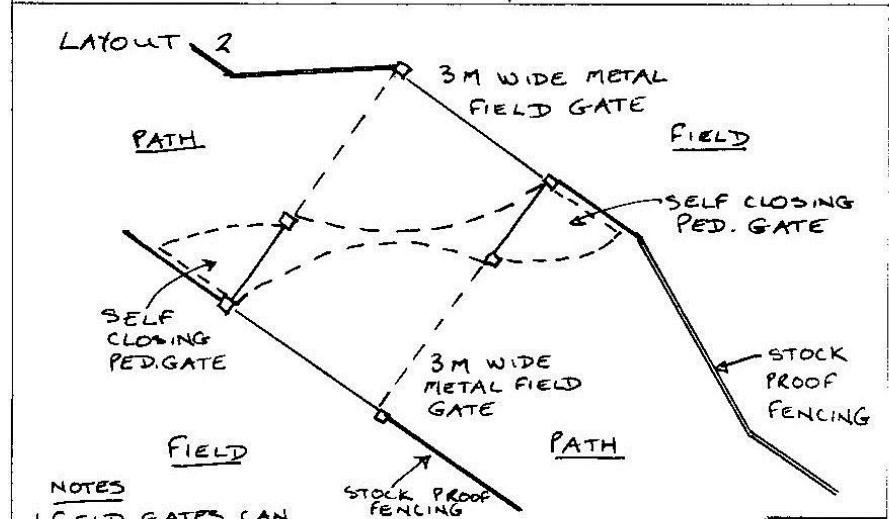
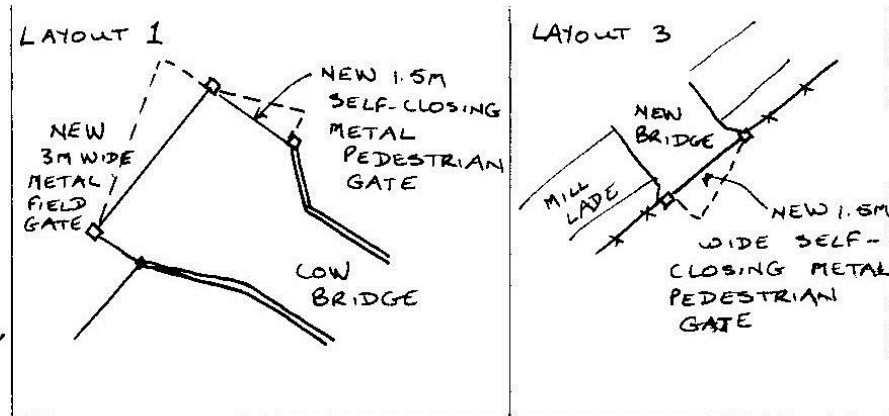
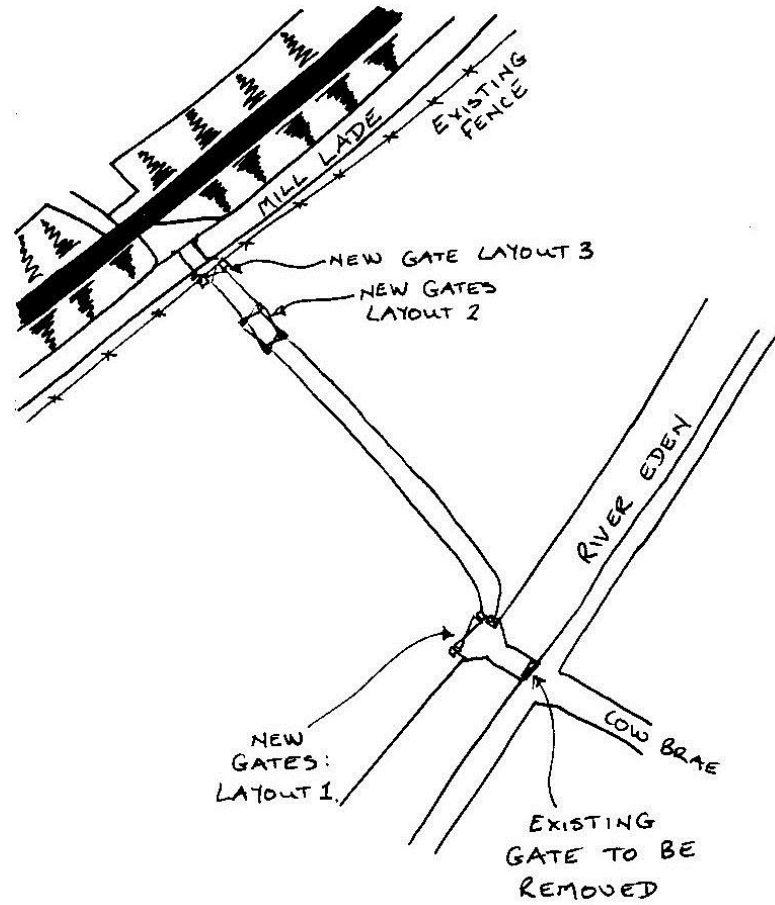


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Table 2 - Cow Brae Survey and Proposed Work and Costs

	Route Section	Current Route Condition	Proposed Work	Section Length (m)	Qty	Unit	Rate	Amount	Sub Section Total	Section Total
	0	Unbound track	Timber Fingerpost		1	no	850.00	850.00		
	88	Locked field gate with barbed wire	Remove gate		1	no	30.00	30.00		
		Start of bridge								
	99	End of bridge	Install new field gate and self-closing pedestrian gate as per detail P4/011/001		1	no	1000.00	1,000.00		
			No motorbikes sign		1	no	250.00	250.00		
	108-207	Grass field	Construct new causeway path, 2.5m wide to detail P4/011/002							
			300mm rock causeway infill	99	99	lm	20.00	1,980.00		
			bitumen macadam footpath 2.5m wide	99	247.5	m ²	28.00	6,930.00		
			Stock netting fence with 2 strands of barbed wire set on field side	99	198	lm	12.00	2,376.00		
	180		Install 2 new field gates and self-closing pedestrian gates as per detail P4/011/001		2	no	2000.00	2,000.00		
	208	Mill lade	Install 10m cycle bridge over lade		10	m	1000.00	10,000.00		
	218-257	Worn path under railway	bitumen macadam footpath 2.5m wide	39	39	m ²	28.00	1,092.00		
	257	Junction with sealed path	Timber Fingerpost		1	no	850.00	850.00		
	344	Junction with road	Timber Fingerpost		1	no	850.00	850.00		
									28,208.00	28,208.00

Detail 1 : Path and Gate Layout Details as sent to landowner



NOTES

1. FIELD GATES CAN BE LOCKED SHUT AGAINST FIELD OR PATH.
2. PED GATES ONLY REQUIRED WHEN FIELD GATES LOCKED AGAINST PATH.

SCALE: NOT TO SCALE
 DRAWING NO: PA/011/001
 DRAWN: ACP
 DATE: MAY 2011
 ISSUE: 1

PA PROJECTS
 PA Projects
 1000 10th Street
 PO Box 1000
 Stirling, KY 40444
 USA
 Tel: 502 378 1000
 Fax: 502 378 1001
 Email: info@pa-projects.com

c) Moor Road

It has not been possible to establish the ownership of this route, despite significant work and title searches. Their assessment stated that “the area in question has not yet been registered in the Land Register. This meant searching in our older Sasine Register. This is a register of deeds using a verbal description of the property rather than being plans based. It is not possible to say with clarity who the owner of the above subjects is”. A further detailed assessment of the search sheets from the Register of Sasines also failed to establish ownership of the land.

It was subsequently agreed to instruct Millar Bryce to carry out a full title search and their response was as follows:

“We have carried out searches in the Sasine and Land Registers for the County of Fife...but unfortunately from the information available to us we have been unable to positively identify ownership of the old road/path in question”.

Following discussion with the Fife Council Access Officer, it was decided to write to all the known neighbours of the route and explain the proposed work and request comments.

Due to the level and nature of the work required to be undertaken on this route, it is recommended that Fife Council should be the “Client” for the works. Fife Council has powers to carry out work on Core Paths and this will help if any landowner should subsequently come forward. In addition, the Construction (Design and Management) Regulations 2007 will almost certainly apply to this contract due to the level of the works required and Fife Council can be the client for the works to facilitate the contract award.

It is proposed that the path should be surfaced using Indian Sandstone Sett paving or similar in order to create the most durable surface that fits in with the rural nature of the path. It is understood that sections of the path used to be either slabs or cobbles so this work would be reinstating the original surface. Whilst this is an expensive option, it will be extremely durable and reduce maintenance costs to a minimum. In addition, significant woodland management work is required in the area of woodland nearest to Cupar. The removal of dead trees at this stage will prevent the blocking of the drainage ditch and the inevitable flooding issues that this will cause.

Neighbouring Owners established:

The National Trust for Scotland;
John Whiteford, Hill Tarvit Mains;
Thomas Murray (Woodlands Farm), Howfold Farm, Dollar;
Douglas Lennam, Freelands Farm;
Orr, Tarvit Farm.

All have been contacted and have either not replied or have confirmed that they do not own the land.

Registers of Scotland letter states that “it is not possible to say with clarity who the owner of the above subject is”.

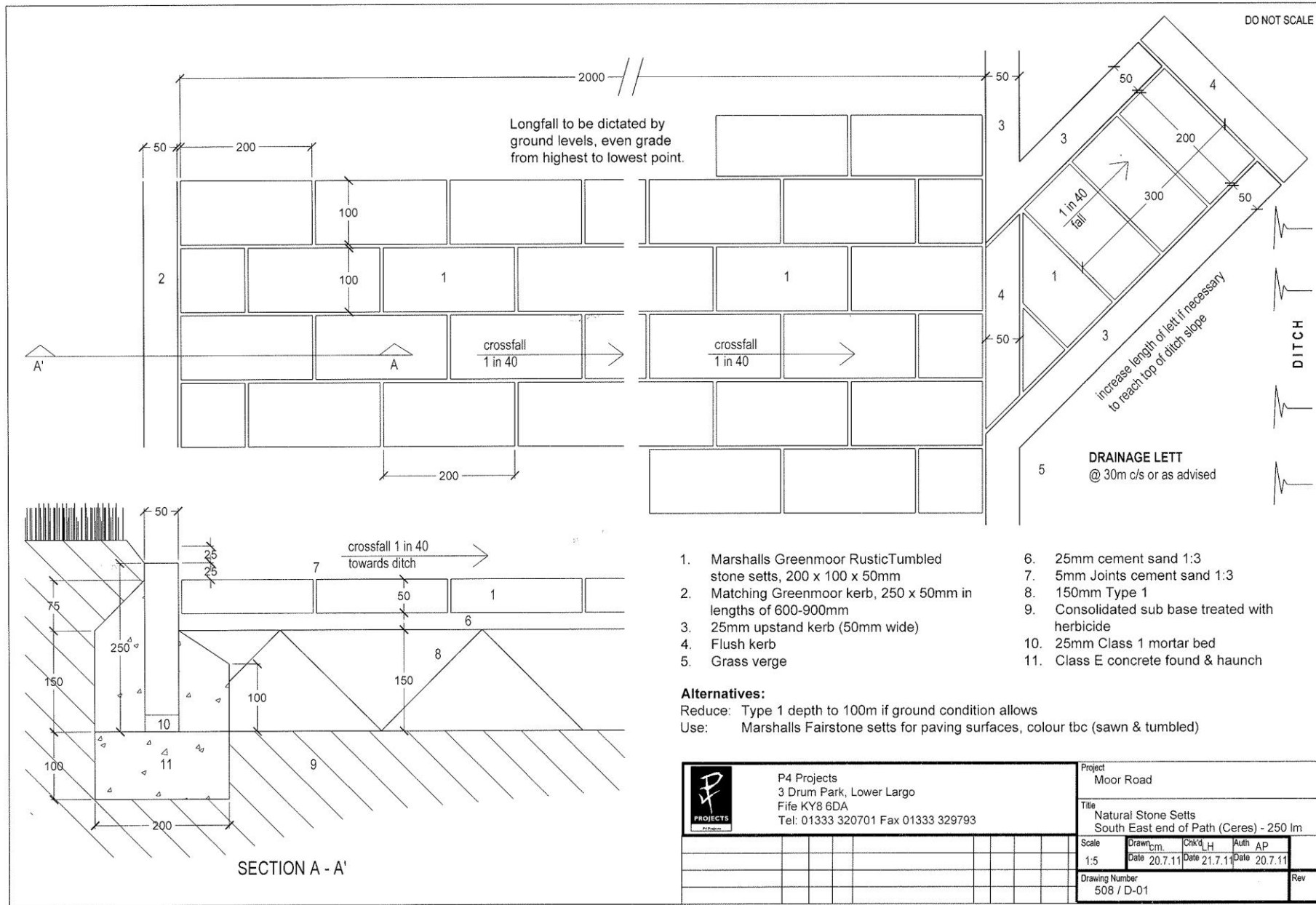
All plans, specifications and costings for the route are attached.

		Qty	Unit	Rate	£ p
FOOTPATHS - ALTERNATIVE NR 2: INDIAN SANDSTONE SETTS					
NORTHWEST END (620M)					
Site preparation					
Site clearance					
a	general clearance		sum	150.00	150.00
b	herbicide application		sum	50.00	50.00
Excavations					
Reduce level excavation					
c	generally	279	m3	8.50	2,371.50
d	re-spreading excavated material on site	279	m3	4.50	1,255.50
Note: disposal off site would be additional £18/m3, total £5,022					
Preparation of excavated surfaces					
e	generally	1240	m2	0.50	620.00
Drainage					
Forming drainage lett's at 30m centres					
f	nominal 1.25m kerb and 0.113m2 stonework per lett	21	Nr	150.00	3,150.00
g	forming 'v' section ditches; nominal 750mm deep	620	m	4.50	2,790.00
Hard Landscape works					
Footpath					
h	150mm deep type 1 sub-base	1240	m2	5.25	6,510.00
i	Indian sandstone sett paving; 200 x 100 x 50mm; 25mm 1:3 bedding	1240	m2	78.00	96,720.00
Edging					
j	precast concrete pin kerb edging	1240	m	12.75	15,810.00
Seeding					
Reinstatement					
k	grass seeding 1m wide to either side of new kerbs	1240	m	0.65	806.00
SOUTH EAST END (250M)					
Site preparation					
Site clearance					
l	general clearance		sum	75.00	75.00
m	herbicide application		sum	20.00	20.00
Excavations					
Reduce level excavation					
n	generally	113	m3	8.50	960.50
o	re-spreading excavated material on site	113	m3	4.50	508.50
To Collection £					131,797.00

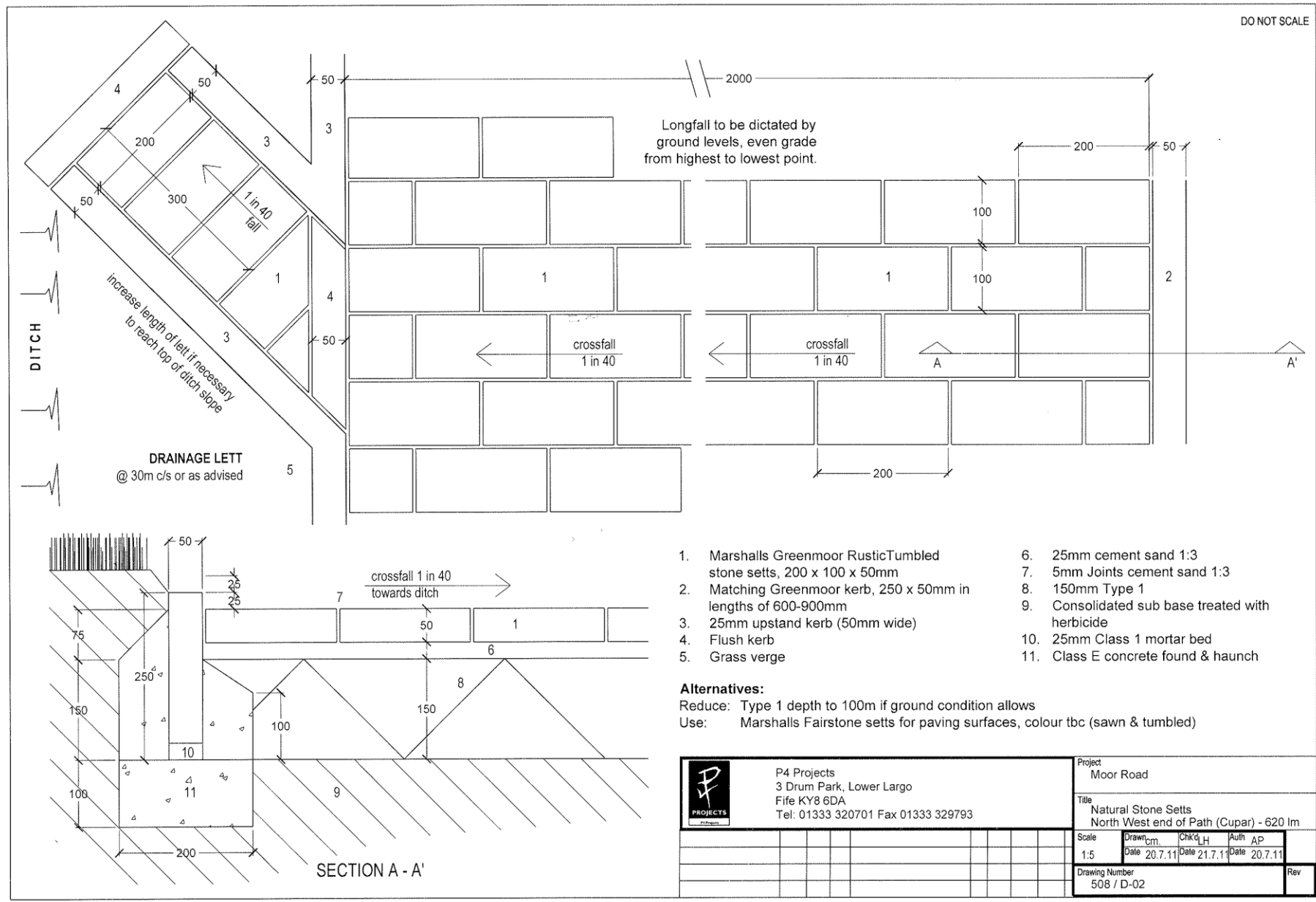
	Collection	Qty	Unit	Rate	£ p
	Total from Page 1				131,797.00
	Total from Page 2				85,550.00
				To Summary £	217,347.00

Moor Road

	Summary	Qty	Unit	Rate	£ p
	<p>FOOTPATHS - ALTERNATIVE NR 2: INDIAN ... Page 3</p>				217,347.00
Total for Project £					217,347.00




DO NOT SCALE



- 1. Marshalls Greenmoor RusticTumbled stone setts, 200 x 100 x 50mm
- 2. Matching Greenmoor kerb, 250 x 50mm in lengths of 600-900mm
- 3. 25mm upstand kerb (50mm wide)
- 4. Flush kerb
- 5. Grass verge
- 6. 25mm cement sand 1:3
- 7. 5mm Joints cement sand 1:3
- 8. 150mm Type 1
- 9. Consolidated sub base treated with herbicide
- 10. 25mm Class 1 mortar bed
- 11. Class E concrete found & haunch

Alternatives:
 Reduce: Type 1 depth to 100mm if ground condition allows
 Use: Marshalls Fairstone setts for paving surfaces, colour tbc (sawn & tumbled)

 P4 Projects 3 Drum Park, Lower Largo Fife KY8 6DA Tel: 01333 320701 Fax 01333 329793	Project		Moor Road	
	Title			
Natural Stone Setts				
North West end of Path (Cupar) - 620 lm				
Scale	Drawn	Chkd	Auth	AP
1:5	Date 20.7.11	Date 21.7.11	Date 20.7.11	
Drawing Number			Rev	
508 / D-02				

5. Funding Research

There are several sources of funding to carry out this type of work.

Scottish Rural Development Programme (SRDP)

This funding is from the Scottish Government and covers a wide range of priorities and regional programmes. It is notoriously complicated to apply for but can provide significant levels of funding, in particular for “improved public access through the creation, improvement and promotion of paths and other facilities, with priority given to proposals that:

- An increase in quality and provision of routes in and around communities (particularly where health and community need is greatest)
- An increase in quality and provision of routes between communities”

In particular they will support proposals that:

- “support communities in progressing their access priorities, where these also help to meet health and environmental objectives
- develop routes between settlements or link settlements with the wider countryside, where this is identified in an access strategy or transport strategy
- develop routes that provide access for a range of users of all abilities”.

Further information can be found at <http://www.scotland.gov.uk/Topics/farmingrural/SRDP/>

Initial investigations and discussions with Dave Shepherd have suggested that the paths projects will not meet sufficient criteria to be eligible for SRDP funding. However, the details have been left in this report as further funding may come on stream from the Scottish Government and these may be worth pursuing.

Esmee Fairbairn Foundation

This funding is responsive to requests for support across the broad range of our interests, which are: the arts, education and learning, the environment and enabling disadvantaged people to participate fully in society.

They prioritise work that:

- Addresses a *significant* gap in provision
- Develops or strengthens good practice
- Challenges convention or takes a risk in order to address a difficult issue
- Tests out new ideas or practices
- Takes an enterprising approach to achieving its aims
- Sets out to influence policy or change behaviour more widely.

See www.esmeefairbairn.org.uk

Fife Environment Trust

FET funds a range of projects by distributing Landfill Tax Credits. Sustainable Cupar would have to register as an Environmental Body with Entrust before a grant can be awarded. They offer “large grants” between £5,000 and £30,000 at 50% of total project costs.

See www.fifedirect.org.uk

Scottish Community Foundation

Their aim is to help Scotland’s communities become stronger, believing that stronger communities will be more successful communities, with a better quality of life for everyone.

Grants range up to £5,000 and should be at least 25% of the project cost. These grants could therefore pay for smaller elements of the project.

See www.scottishcf.org

Big Lottery Fund

The Lottery has a range of funds that may be available for the Cupar Paths Project. These include:

- 2014 Communities – up to £2,000 grants to encourage wider participation in physical activity.
- Awards for All – grants up to £10,000

See www.biglotteryfund.org.uk

LEADER

LEADER in Fife is part of the new Scottish Rural Development Programme (SRDP) aimed at promoting economic and community development within rural areas. LEADER is a bottom up method of delivering support for rural development and will be aimed primarily at small scale, community driven projects that are pilot and innovative in nature.

LEADER in Fife will be administered through a Local Action Group comprising representatives from the voluntary community, youth and women's groups together with representatives from the main public sector bodies.

The four key objectives of LEADER in Fife will be

- Encouraging activities designed to improve community and business confidence
- Recognising and seeking to tackle barriers to the provision of quality services, including access to training and lifelong learning
- Adopting a pro-active approach to enhancing local employment opportunities, including engaging with existing local businesses, micro-businesses, pre-start up businesses and would-be entrepreneurs
- Continuing to build on the potential afforded by local cultural, natural heritage and environmental assets, as well as local products and services.

In the past LEADER has funded a variety of projects and it may be worth exploring if they would consider funding paths projects instigated by a local group.

See : www.leaderinfife.org for all the information and contact details including Expression of Interest Forms.

6. Conclusions

Cupar is a small town in Fife with a population just under 10,000¹. Fife Council research has shown that 53% of trips made in Cupar remain in Cupar. With a small geographical area and traffic flow issues, the majority of journeys could and should be made by sustainable means. However, in order to encourage this, paths should be direct and attractive to users, linking key origins and destinations around the town. It is quite possible to encourage people to walk or cycle if the facilities are provided to allow them to do this. Unfortunately land ownership issues will always mean that ideal routes for paths become a compromise. Whilst Fife Council has a range of powers to “create” paths, it is unlikely in the current economic climate that many of these legal powers will be used. The Council also has powers to carry out work on Core Paths and these powers may well be used on the Moor Road if Fife Council is the Client for the works. The Moor Road is the only Core Path that was considered for improvement works by this study.

Funding will have to come from a variety of sources. The total estimated cost of the works is shown below.

	Estimated Cost
Trading Estate West	£19,760
Cow Brae	£28,208
Moor Road	£217,347
Total	£265,315

Whilst this is obviously a significant amount of money, the end products will be high quality and durable paths with minimal maintenance liability for the group.

This study has taken much longer than originally anticipated due to issues with establishing landownership, landowners not replying to communications and the level of research that was required to create a suitable surface for the Moor Road.

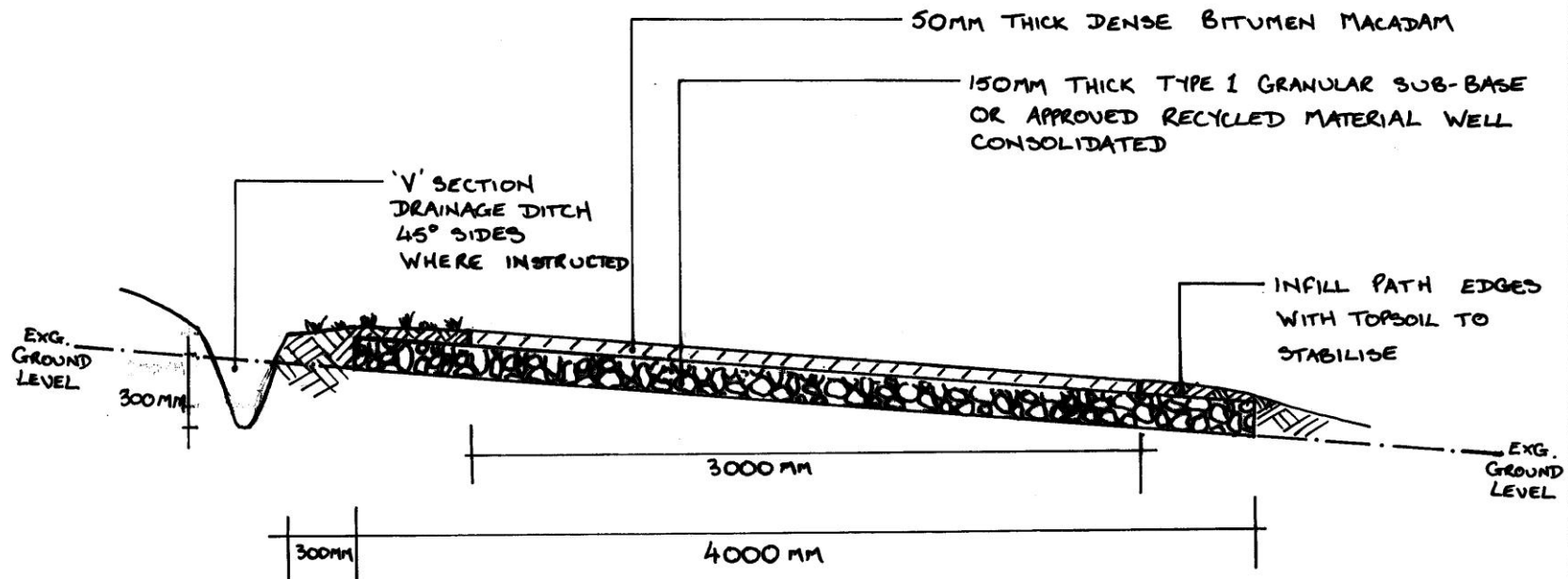
It is hoped that the final matters of permission and landownership can be resolved over the coming months so that funding can be sought to carry out the work.

¹ Population of the Royal Burgh of Cupar Community Council area from 2001 Census.

Annex 3
 Typical path Details and Specification

NOTES:

1. TREAT ALL EXISTING VEGETATION WITHIN PATH WIDTH WITH APPROPRIATE WEEDKILLER PRIOR TO LAYING.
2. OVERHANGING/ADJACENT VEGETATION TO BE CUT BACK 2.0m CLEAR OF SIDES OF PATH.



TYPICAL PATH CONSTRUCTION DETAIL:
 BITMAC SURFACE

SCALE: 1:25

DRAWING NO: P4/02/001

DRAWN: ACP

DATE: APR '02

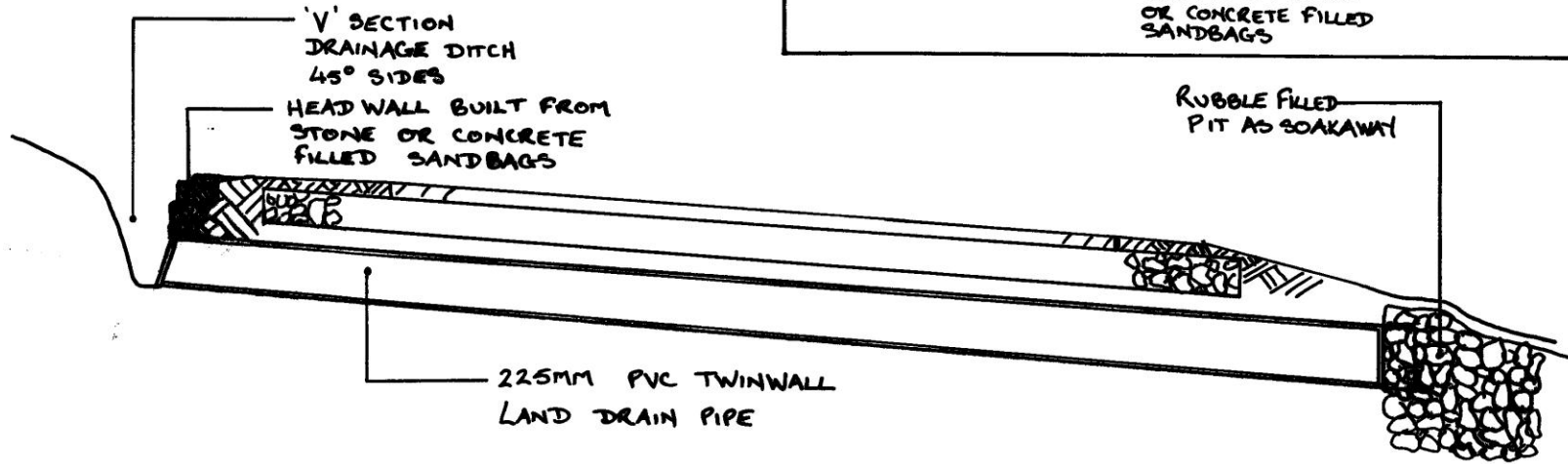
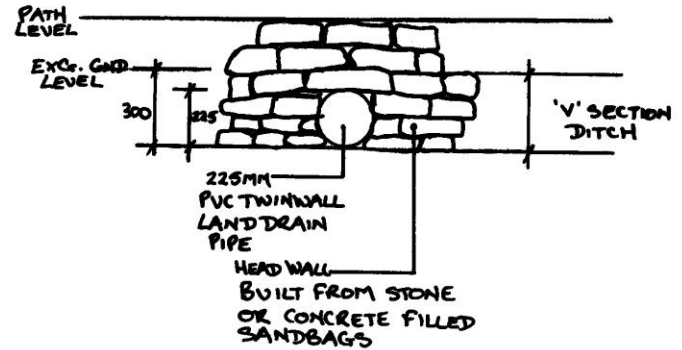
ISSUE:



PROJECTS

P4 Projects
 3 DRUM PARK LOWER LARGO
 FFE KY8 6DA

SECTION THROUGH END OF PIPE



CROSS SECTION THROUGH DRAINAGE CULVERT

SCALE: 1:25

DRAWING NO: P4/02/004

DRAWN: ACP

DATE: APR '02

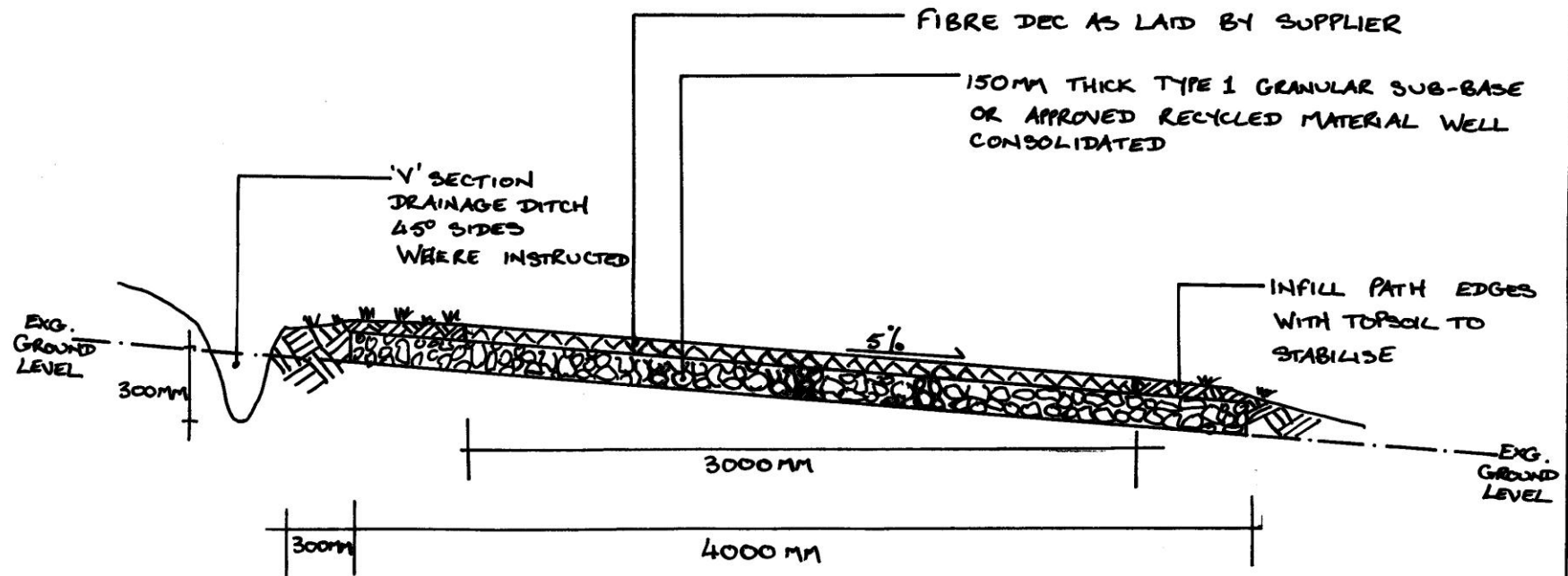
ISSUE: 1



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3 DRUM PARK LOWER LARGO
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NOTES:

1. TREAT ALL EXISTING VEGETATION WITHIN PATH WIDTH WITH APPROPRIATE WEEDKILLER PRIOR TO LAYING.
2. OVERHANGING/ADJACENT VEGETATION TO BE CUT BACK 2.0m CLEAR OF SIDES OF PATH.



TYPICAL PATH CONSTRUCTION DETAIL:
FIBRE DEC SURFACE

SCALE: 1:25

DRAWING NO: P4/02/007

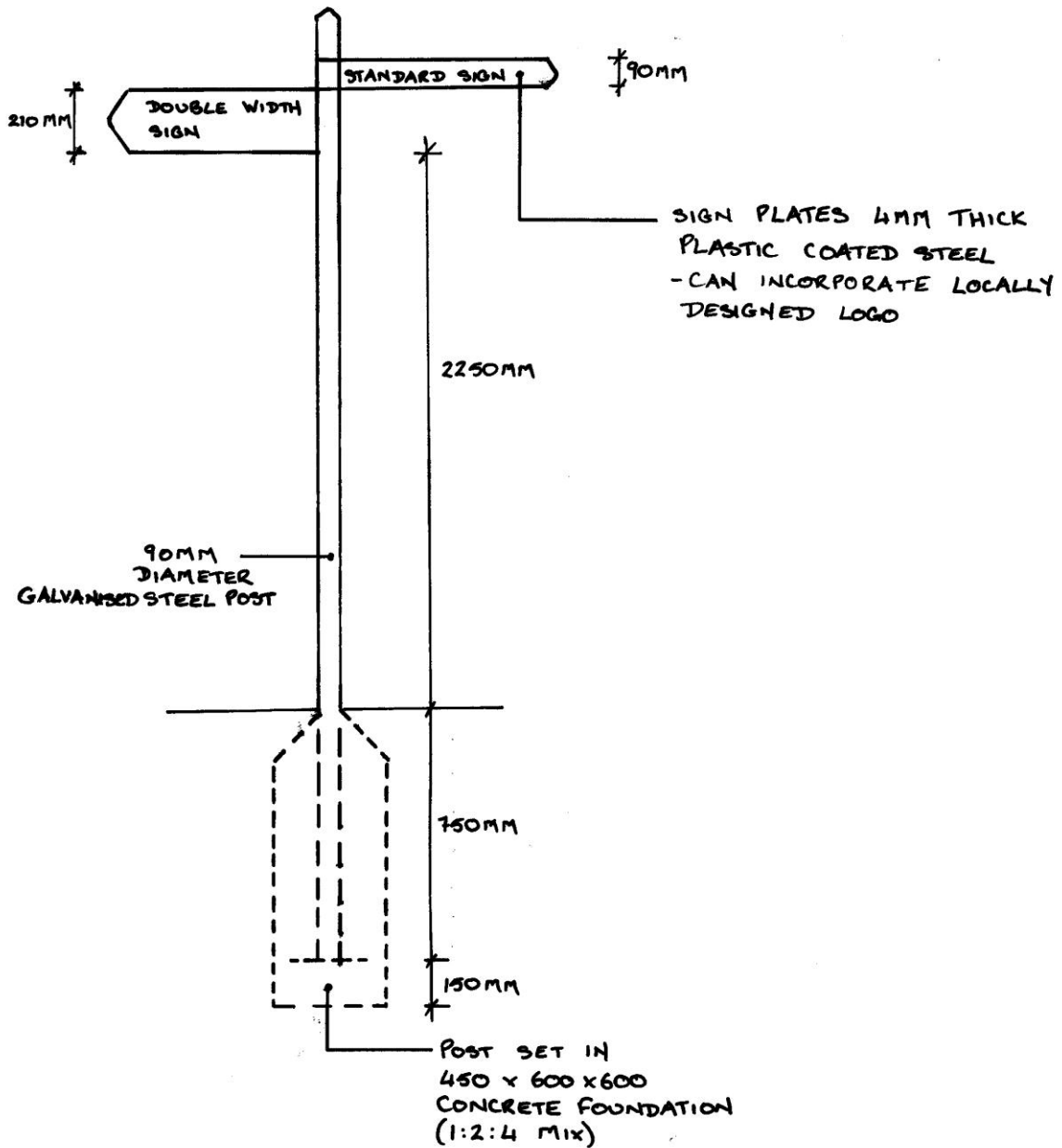
DRAWN: ACP

DATE: AUG '02

ISSUE: 1



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TYPICAL FINGERPOST DETAIL

SCALE: NOT TO SCALE

DRAWING NO: P4/02/003

DRAWN: ACP

DATE: APR '02

ISSUE: 1



PROJECTS

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