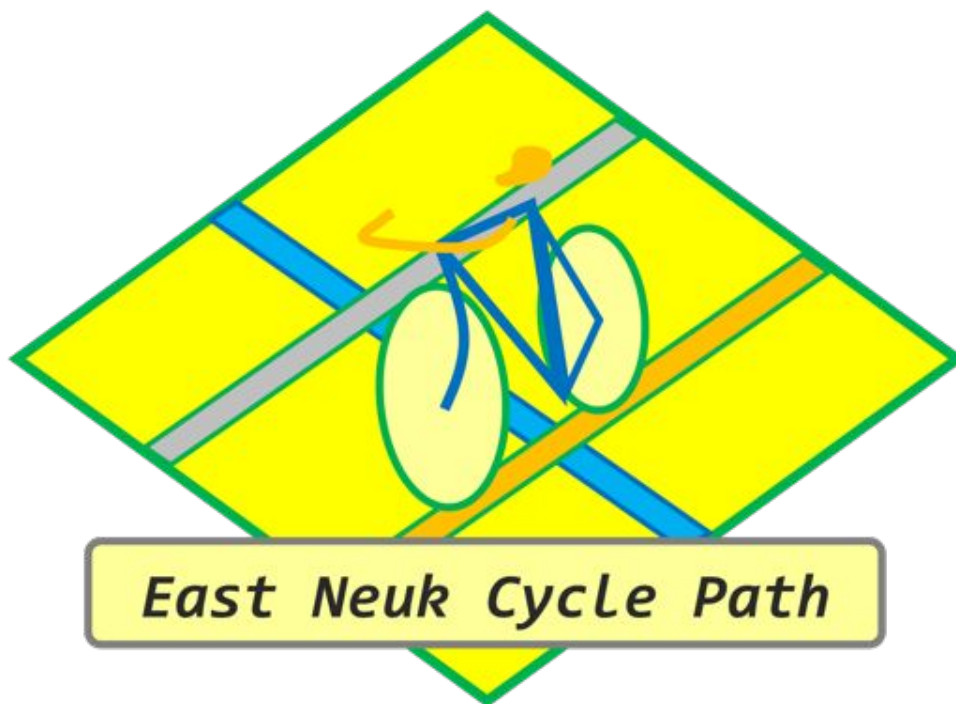


An East Neuk Cycle Route

Report on Outline Feasibility



Year of publication 2016

by Dr Crispin W. Hayes
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on behalf of
St Andrews Bike User Group

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The author would like to thank

- project partners
- local organisations that have supported the initiative
- stakeholders that have fed into the project

and a huge thanks for taking the time to

- nearly 400 respondents to public consultation

Thanks for all your contributions

Cycle graphic on cover courtesy of Transition University of St Andrews.

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1 Summary

This study aims to move the project for an off road cycle path between St Andrews and the East Neuk closer to being realised.

The study has four elements:

- review of available data
- public consultation
- route appraisal and condition assessment
- landowner determination and consultation

The evidence of need for a cycle path has been demonstrated by both high vehicle traffic levels and the stated desire in the public consultation.

Utility cyclists wanting to make a quick and direct journey between St Andrews currently have the option of two roads. The B9131 to Anstruther, and the A917 to Crail. Traffic levels on the B9131 typically have 314 vehicles per hour northbound during the morning peak. On the A917 the typical maximum is 162 vehicles per hour northbound, and a similar volume southbound during the afternoon peak.

Both roads also have a high daytime volume of over 100 vehicles per hour throughout the day. Using a road that has 100 vehicles per hour in each direction, on average **a pedestrian or cyclist would be passed by a vehicle every 18 seconds.**

The public consultation had a significant response; 382 individuals. The consultation showed that:

- **Support:** nearly 350 respondents 'strongly supported' the creation of an off-road cycle path
- **Uptake:** around 50 respondents said that they would use the path for 'daily use'. 250 others said they would use it less frequently.
- **Modal change:** approximately 70 respondents said that the path would result in a 'large change' in their current mode of travel.
- **Change:** the main stated change would be from car to bicycle.
- **Type of path:** Respondents stated that they wanted a surfaced off-road path, and that a high quality path would encourage them to use it.

In comments provided by respondents, one of the clear themes that emerged, was the perception that cycling on the roads between the St Andrews and the East Neuk is dangerous.

A suitable route has been identified that has the potential for a fast and direct journey between Crail and St Andrews. It is approximately 18km in length. It substantially utilises the course of the disused railway in its southern half. Though some constraints exist, a substantial amount of work has been done to initiate the development of this route.

The condition of the proposed route has been assessed and a detailed photographic and documentary resource has been created. This shows that most of the route is intact and available.

The consultations to date with landowners are the opening rounds of a longer conversation. Important first steps have been taken. Landowners on the proposed route are aware of the proposal and have had an opportunity to provide feedback. Many are enthusiastic, while a small minority remain negative. However in several cases preliminary written agreements have been signed.

Key Issues: There are a number of existing issues, but the following require particular attention because of the risk they represent to the ongoing project:

- securing landowner consent
- maintenance arrangements must be in place to secure capital funding

Further recommendations have been made for the next steps.

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2 Introduction

Creating links between our rural towns and villages is not a new concept. However, funding tends to focus on urban cycle paths because they are perceived as providing better value in terms of uptake and usage. Rural alternatives to car use are thin on the ground, and for many people rural public transport does not provide an adequate solution either in terms of time or cost. Utility cycle paths are therefore a real and sustainable solution if car use is to be reduced.

This report was initiated by the St Andrews Bike User Group, a partnership of organisations and local residents working to increase cycling around St Andrews. The initial focus was to increase commuter cycling rates in recognition that previous travel surveys showed the main barrier to commuter cycling is the lack of safe cycle routes into the town. The road between Crail and St Andrews is well used by commuters with 125 daily journeys being made by University of St Andrews staff alone, and most of those by car.

However, the route also serves as a key link for locals and tourists heading to and from Cambo, Kingsbarns, Boarhills and Crail into St Andrews and beyond. It builds on the popular off-road cycle route from St Andrews to Leuchars. Work towards creating an East Neuk of Fife cycle path is also being initiated by community groups in Anstruther, Pittenweem and Kilrenny, and they will be realising progress in their area with the construction of 3km cycle path in 2017. Whilst these routes are currently recognised as aspirational within the SESTrans Cycle Network, the work by those East Neuk communities shows how quickly some routes can be developed given community support.

One further reason this route has been prioritised is because it compliments the existing Fife Coastal Path. When launched, the path led to a huge surge in visitors to the area for walking breaks whilst giving locals great access to the coast. This complimentary cycling route would also be expected to become a popular tourist destination in its own right.

2.1 Aims of Study

Broadly speaking this study aims to restart the initiative for a cycle path between Crail and St Andrews. It aims to do this by:

- assessing the routes and various options
- surveying the proposed route to determine its current condition
- consulting the public to determine their support and opinion
- determining landownership on the proposed route
- engaging with landowners with a view to gaining permission
- identifying barriers to realising the cycle path

2.2 Data Sharing

Data is shared between project partners using a cloud storage service. This enables partners to have full access to all data: consultation responses, fieldwork records, photographs and where possible mapping resources.

No personal data is shared outside the project.

2.3 Mapping Resources

Geographical Information Systems (GIS) are obviously a very useful tool for projects of this type. However the Client does not currently have a GIS capability, and therefore in order to work collaboratively, and in order that the Client can be empowered to use the geographical

resources that have been created, a free cloud mapping solution has been used. Google Maps and in some cases Google Earth are the chosen solution.

The Consultant has used MapInfo Professional and QGIS to produce other resources such as map layouts for this project.

3 Background Data

3.1 Traffic Data

Fife Council have been generous in sharing traffic data on the A917 and B9131. There are several monitoring sites which collect various detail of vehicle data.

The source reference and location map for each of the sites is given in the Appendix, section 8.1 below.

Rotational site means that the survey equipment is not present all the time, it being rotated around a number of sites.

Headline figures from traffic data:

A917 St Andrews, Kinkell [near Caravan Park] (Permanent Site No.66)

Annual average for 2015

Westbound (into St Andrews) peak hour is between 8am-9am with **422 vehicles/hr.**

Westbound traffic amounts to daytime total of 3355 vehicles between 7am-7pm

Eastbound (out of St Andrews) peak hour is between 5pm-6pm with is **427 vehicles/hr.**

Eastbound traffic amounts to daytime total of 3250 vehicles between 7am-7pm.

A917 Boarhills [south of Boarhills Junction] (Rotational Site No. 23)

Last week November 2015

Westbound (into St Andrews) peak hour is between 8am-9am with **162 vehicles/hr.**

Westbound traffic is at a typical rate of over 100 vehicles/hour between 8am-5pm.

Eastbound (out of St Andrews) peak hour is between 5pm-6pm with is **163 vehicles/hr.**

Eastbound traffic is at a typical rate of over 100 vehicles/hour between 9am-7pm.

B9131 Between Brownhills & Drumrack (Rotational Site No. 471)

Last week November 2015

Northbound (into St Andrews) peak hour is between 8am-9am with **314 vehicles/hr.**

Northbound traffic is at a typical rate of over 100 vehicles/hour between 7am-5pm.

Southbound (out of St Andrews) peak hour is between 5pm-6pm with **257 vehicles/hr.**

Southbound traffic is at a typical rate of over 100 vehicles/hour between 11am-7pm.

The highlights given above demonstrate that there are high levels of traffic flow on these roads south of St Andrews towards the East Neuk. In addition, it demonstrates that these are not solely during the peak hours but that they are sustained at significant rates of over 100 vehicles/hr each way throughout the day.

To provide a measure that can be readily grasped by the public, let us consider the daytime situation. Using a road that has 100 vehicles per hour in each direction, on average **a pedestrian or cyclist would be passed by a vehicle every 18 seconds.**

Clearly at peak hours with much higher traffic flows, this 'vehicle gap time' would be a much shorter, as traffic becomes an almost continuous stream even on these rural roads.

3.2 Cycle Usage Data

Some data on cycle usage was also made available courtesy of Fife Council.

Bicycle Count Data 23rd November – 8th December 2015

B9131 Between Brownhills & Drumrack (Rotational Site No. 471)

Most days in the period being considered, there were no cyclists recorded.

Some days record 1 or 2 cycles.

Occasionally more cycles are recorded with a peak of 5 on 2nd December and 4 on 30th November.

It should be noted that the report is not at a optimum time of year for cycle usage. The report shows that a handful of cycles use the road on some days but there is no clear pattern. Without correlating the intermittent usage with other factors, it is not clear what motivates the observed pattern.

Bicycle Count Data Monthly for 2015

St Andrews, Strathtyrum - Permanent Bicycle (Site No. 99900016)

This cycle counter is not on the route being considered. It is however relevant as a comparison, as it is the main route north out of St Andrews, and it has an off-road cycle route, which for most of its length is separated from the road.

For comparison with data for other traffic counters discussed above:

November 2015 Everyday has several 10s of cycles, no day are there no cyclists.

Average daily usage is 60 cyclists

Peak, Sunday 1st Nov: 114 cyclists

This route has considerably more users in the summer months, typically well over 100 cyclists per day. Month of highest usage:

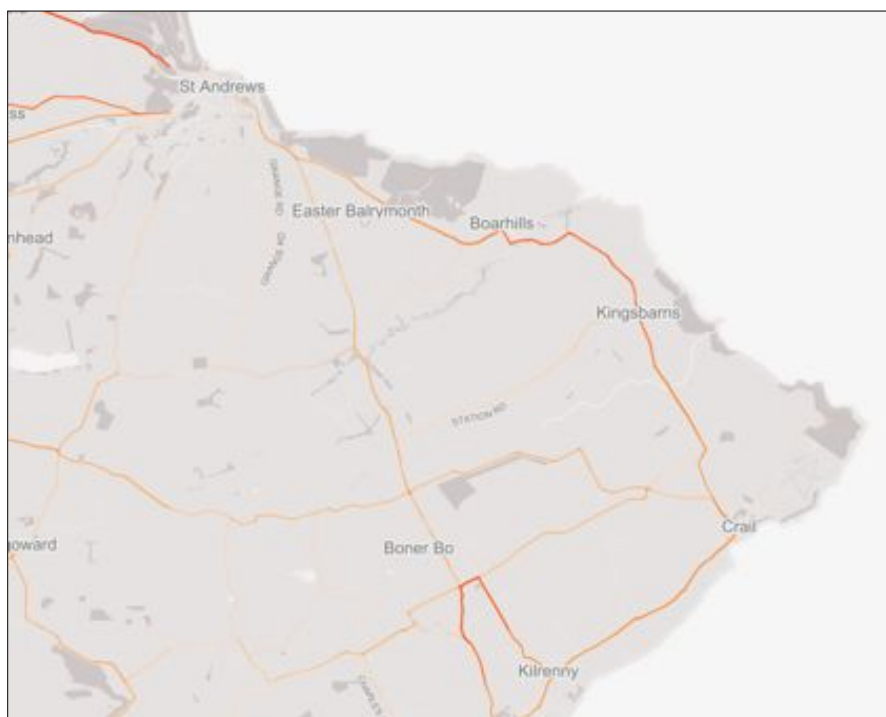
August 2015 Average daily usage is 139 cyclists

Peak, Thursday 13th Aug: 183 cyclists

Crowdsourced Data

Crowdsourced data on cycle usage was also considered. Strava is a social network for athletes. It enables members to record routes, times and performance via a Strava app. One output of this is a collated map of users activity that is publicly available. On the map, heavier use is indicated by a heavier orange colour on that route.

Figure 1: Strava Heatmap for Cycling



Source: Strava.com March 2016

The map shows that the routes most heavily cycled by Strava users are in the Kilrenny area, and the A917 in the Boarhills to Kingsbarns area. In terms of St Andrews, the routes to the south are lightly used, while the route to the north (where there is a cycle path) is heavily used.

While this is a useful indication, we should note that the data is from a self-selecting subset and may not be representative of the whole local population of cyclists.

3.3 Discussion of Traffic & Cycle Data

The data have shown that the routes south out of St Andrews to the East Neuk are heavily used by vehicles, and have high peak vehicle volumes despite being rural roads.

These same routes have recorded very low cycle usage.

The route to the north out of St Andrews where a separate off road cycle path exists, have recorded high cycle usage throughout the year.

Collectively these data **demonstrate that weather and daylight are not a barrier to year round cycle use** if a safe off-road cycle route is provided.

3.4 Mouchel Feasibility Study

A Sustrans-funded feasibility study by Mouchel Parkman was carried out on behalf of Fife Council Transportation Services in 2007. A copy of the report was provided by SESTrans. The report titled “East Neuk Cycleway Project. Feasibility Study” covers four route sections from Kirkcaldy Esplanade to Silverburn, Silverburn to Elie, Elie to Crail, and Crail to St Andrews. Only the latter section is of relevance here.

The Mouchel report:

- assesses route options and surveys the route, and provides a brief commentary on the existing state of the route.
- provides standard construction details and identifies where they should be used
- provides an outline costing, though details of the calculation are not included. The total sum for the Crail to St Andrews section is stated as £3,251,490.00. It is not stated whether VAT is included in this sum.

Identification and consultation with landowners is stated as part of the original brief, but the report then states that the client Fife Council suspended that element on cost grounds. There is no further information given on this.

Consultation meetings with Fife Council Transportation Services, Sustrans, Fife Coast and Countryside Trust and Fife Rangers Service were carried out but the outcome of these meetings is not reported.

Drawing Title: Proposed route in context of dismantled railway

Drawing No. CWAH/ENCP/Map1

Project Title:
East Neuk Cycle Path
Proposed Route

prepared on behalf of
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by CW Hayes Associates

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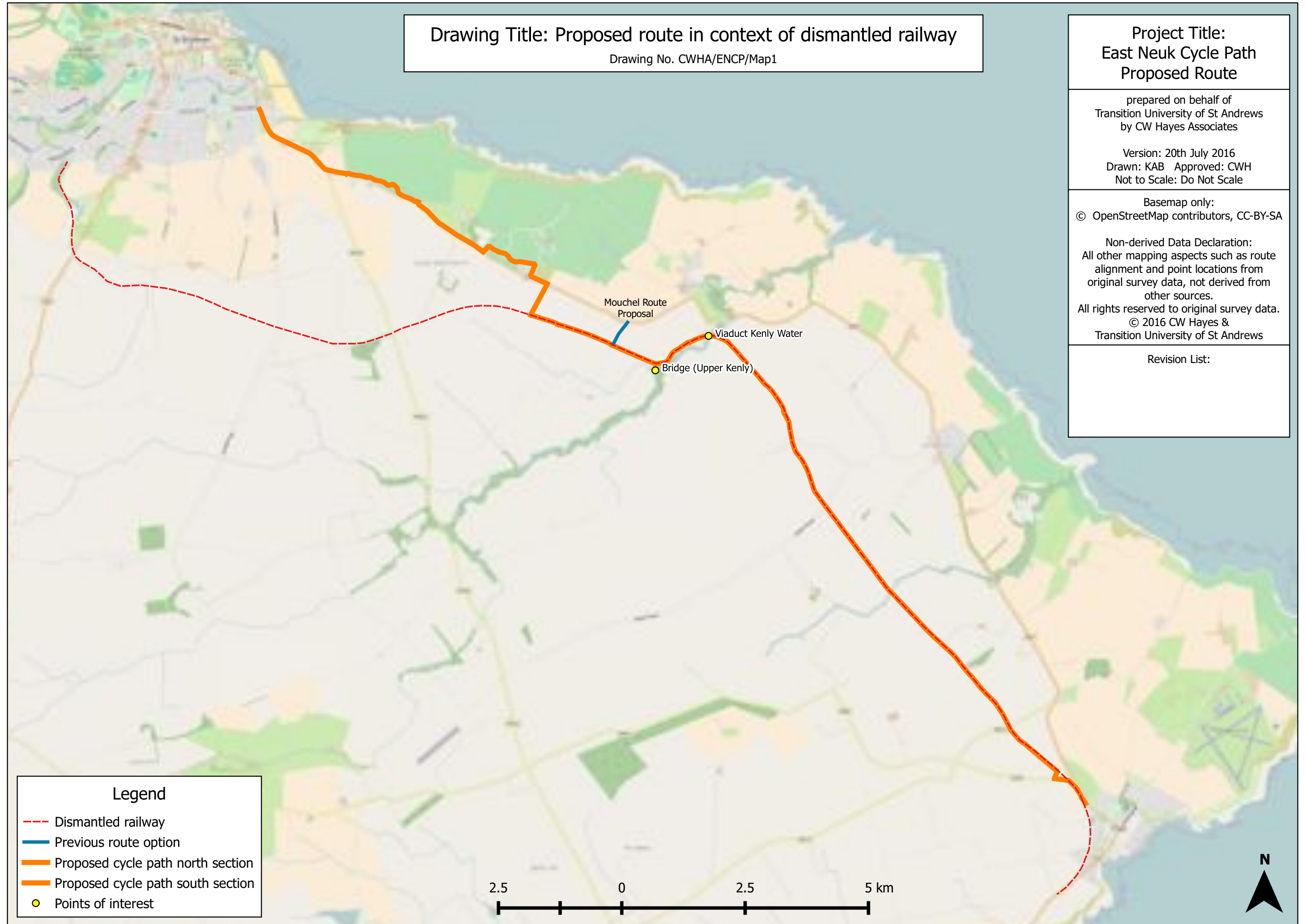
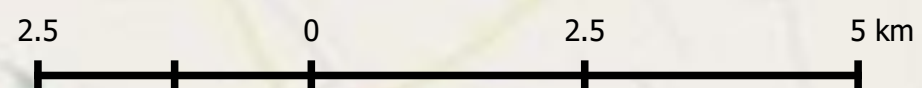
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Revision List:

Legend

- Dismantled railway
- Previous route option
- Proposed cycle path north section
- Proposed cycle path south section
- Points of interest



4 Route Assessment

4.1 Initial assessment

The starting point for the route assessment was the Mouchel report, as the Client and ourselves wanted to build on the progress which that piece of work had achieved. The basis for the route is the disused railway from Crail to St Andrews. The railway ceased operations in the late 1960s but it was only in the mid 1980¹s that the British Railway Board disposed of the land, typically to local landowners at nominal costs.

Map 1 overleaf shows the disused railway route.

It shows the following:

- St Andrews is top left, Crail bottom right
- Red dashed line is relevant part of disused railway route
- Yellow marker locates Kenly Water Viaduct which is a constraint.
- Yellow marker locates Bridge (Upper Kenly) a crossing option.
- Blue line is Mouchel Parkman proposed route to A917 and thence north to St Andrews beside the road.
- Orange line is the route proposed for discussion by this study

From Crail, the disused railway follows a direct corridor north, which is an optimum alignment for a cycle path to St Andrews. Approximately three quarters of the way to St Andrews, the disused railway gradually turns west, in order to negotiate local terrain and thence to enter south-central St Andrews. This latter section of the disused railway is an excessive diversion from a direct cycling route, and therefore an alternative route into the town is required.

The Mouchel report offered one solution to this, which involves using a minor road and then a new path beside the A917 road. We regard this as sub-optimal given the response to our public consultation given in Section 5 below in respect of the types of cycle path that users prefer. An investigation of alternative solutions was conducted.

4.2 Route Constraints

Setting aside securing landowner agreement, which is dealt with later in this report, there are a number of other constraints regarding the path routes being considered.

Kenly Viaduct

Landowner determination (discussed in section 6 below) shows that the structure of Kenly Viaduct is part of a private residential property, and is currently incorporated into the domestic garden. Though the Mouchel 2007 study utilised it as part of its proposed route, this may be unfeasible. In addition, maintenance of a relatively large and aged structure would be a significant liability.

Though not optimal, an alternative crossing approximately 1km upstream on Kenly Water exists in the form of a modern farm bridge at Upper Kenly. A route via farm roads or other new corridor could be created in order to utilise the latter crossing.

¹ according to various documents at the Land Registry

Dismantled Railway near St Andrews

As the disused railway approaches St Andrews it turns east and in places south-east as can be seen as a dashed red line in the figure above. It then makes an extensive detour further east before turning north and entering the town. Therefore, in the northern part of a desired Crail – St Andrews connection, the dismantled railway is unsuitable.

The previously solution proposed is a deviation east to the A917, and then an off-road path adjacent to the road corridor.

Suitability of Roads for Cycling

Traffic data as stated above indicates relatively high levels of tidal traffic flows on both the A917 and B9131. That coupled with the widespread public perception that cycling on these road is dangerous (as demonstrated by the public consultation in section 5.2) indicates that a cycle route on or beside the road is less likely to be used.

Therefore in the context of a cycle route, these two roads are an impediment rather than an asset for all but the most experienced cyclists.

4.3 Condition of Disused Railway & Other Routes

A condition assessment of the disused railway and other routes was carried out.

Method

A cycle-over survey was carried out in February and March 2016, with a number of walkover surveys to follow up and fill gaps. Photographs and field notes were recorded.

Outputs

a) Route Condition Report

The route has been divided into sections according to land holding and condition. Each of these sections is graded according to:

- vegetation present
- base material or grade
- current use

The condition report is shared with the Client as a spreadsheet and a copy is provided in the Appendix section 8.2 below. In that Appendix, Table 2 specifies the coordinates of each Route Section, and Table 3 is the condition report by Route Section.

b) Photographic record

A large number of geotagged photos were created which constitute a key output for the client and an evidence resource for further development work.

These are shared with the client via cloud services.

Selected photos are given in the Appendix section 8.3 and these are intended to give an indication of the various current conditions of the proposed path route.

Discussion

The condition survey showed that much of the route remains remarkably intact. Indeed some of its southern sections are currently farm tracks that also constitute part of the Core Path network. In other parts the railway route is covered in light scrub and at times heavy scrub and trees.

In three short sections, as described in Table 3, the disused railway route is now used as arable land. These arable sections constitute a total of 1.56 km out of a total proposed path length of 18.2 km.

4.4 Route Options Appraisal

Notwithstanding landowner agreement, it seems clear that the section of the route south of Kenly Water should follow the disused railway, because:

- it is a direct route in an appropriate direction
- largely intact as a corridor (only 150m arable)
- parts are already a Core Path and therefore currently used by the public.

North of Kenly Water the solutions are less obvious, and therefore various options have been considered in more detail.

Map 3 overleaf shows route options considered.

Table 1 below, which should be read in conjunction with Map 3, appraises the three options considered.

Drawing Title: Route options appraisal

Drawing No. CWAH/ENCP/Map3

Project Title:
East Neuk Cycle Path
Proposed Route

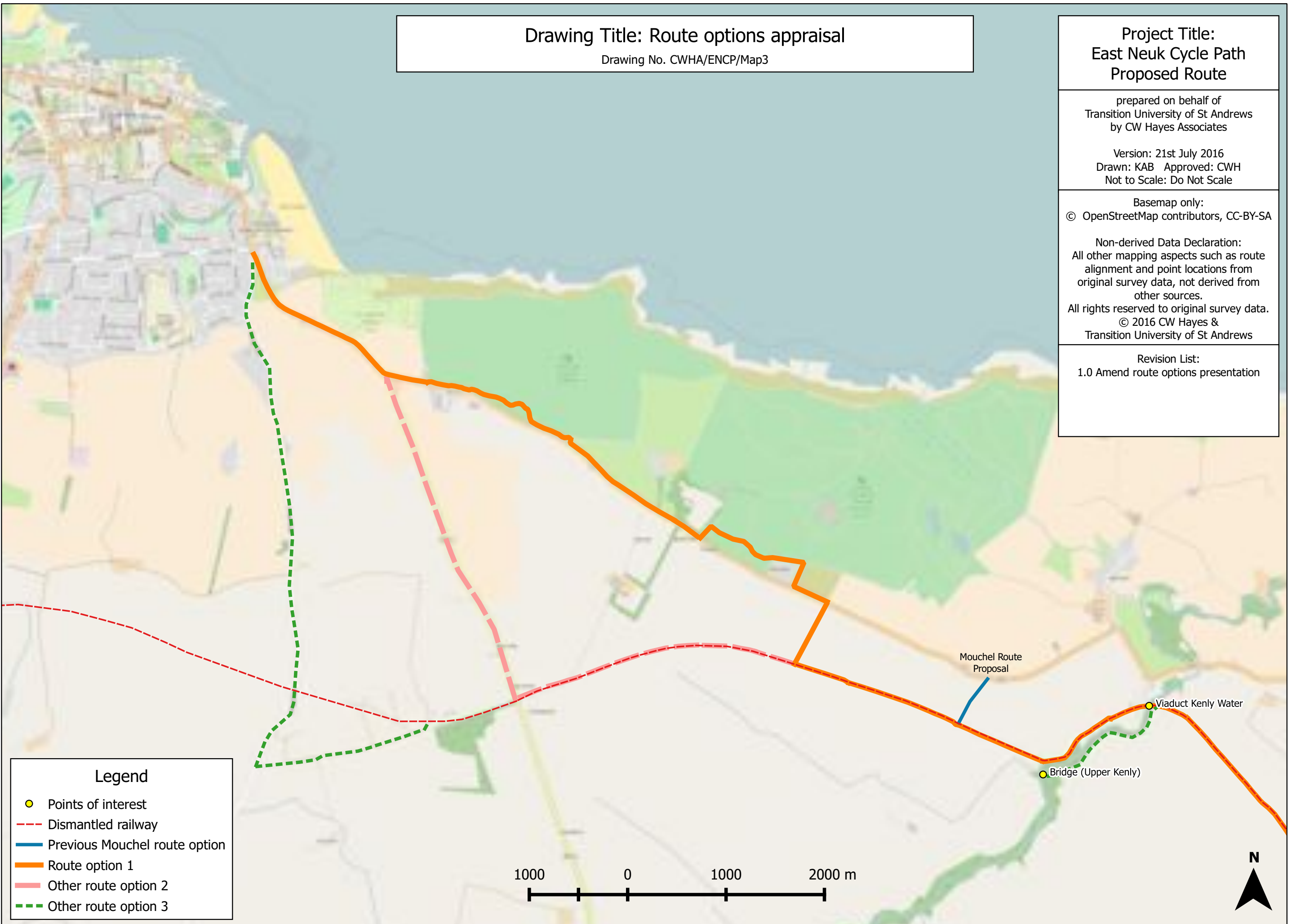
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Revision List:
1.0 Amend route options presentation



Legend

- Points of interest
- - - Dismantled railway
- Previous Mouchel route option
- Route option 1
- - - Other route option 2
- - - Other route option 3

1000 0 1000 2000 m



Table 1: Appraisal of Route Options at Northern End Approaching St Andrews

Option No:	1
Indicated on Map 3 by	Orange solid line
Description	Continue north from Kenly Water along disused railway route to Burnside Muir, then deviate east (one field) to cross A917. Path routed off road to Brownhills junction, with one short exception of ~220m.
Benefits	Shorter roadside path than Mouchel option, and no on-road route. Some parts of path well away from road. Land to east of A917 is not arable, mainly amenity.
Dis-benefits	One short section of roadside path (~220m).
Option No:	2
Indicated on Map 3 by	Pink dashed line
Description	Remain on disused railway route further than Option 1, following it all the way to the B9131. Then a roadside path to Brownhills Junction.
Benefits	Greater length of path well away from road. Much of this additional section of disused railway route is still largely intact.
Dis-benefits	Route is longer, and less direct. Disused rail route has 230m section crossing middle of an arable field north of Burnside Muir. Roadside path to Brownhills Junction would likely be beside road on verge as neighbouring land is arable. Roadside path beside busier B9131.
Option No:	3
Indicated on Map 3 by	Green dotted line
Description	Remain on disused railway route further than Option 1 and 2, following it over B9131 and on to Grange Road. Requires a deviation via farm tracks as final 650m of railway route to Grange Road now crosses a large arable field. Then utilise the relatively quiet Grange Road as an on-road route into St Andrews.
Benefits	Grange Road goes directly into southern suburbs of St Andrews.
Dis-benefits	Much longer and less direct route than other Options. Unhelpful deviation required before Grange Road. Requires on-road section.

4.5 Proposed Route

Having considered the detail of section 4.4 above, and with knowledge of landowner willingness to host the path, Option 1 is deemed the best practicable option and therefore is the proposed route.

Map 2 overleaf is a more detailed map showing the proposed northern section of the path.

Detailed maps of each section of the route are given as map layouts in the Appendix section 8.4 below.

It should be noted that it is not within the scope of this study to provide construction assessment, standard sections, path specification, schedule of works, costing, or any proposed construction details.

Drawing Title: Detail of proposed route at northern section near
Castle Course & Fairmont

Drawing No. CWAH/ENCP/Map2

Project Title:
East Neuk Cycle Path
Proposed Route

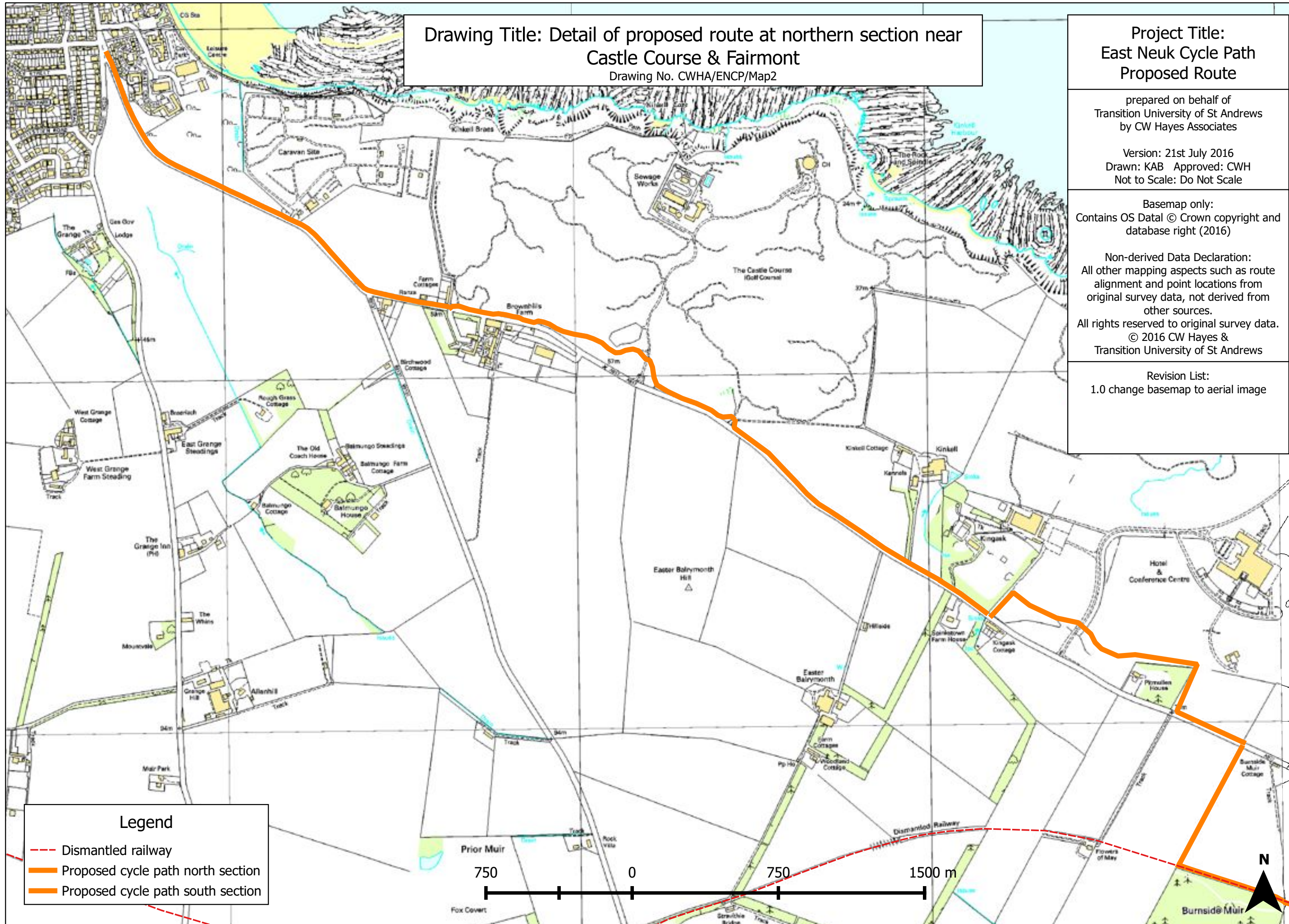
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Revision List:
1.0 change basemap to aerial image



Legend

- - - Dismantled railway
- Proposed cycle path north section
- Proposed cycle path south section

5 Public Consultation

As part of the feasibility, it was deemed essential to determine whether there was public support for the proposed cycle, and to gauge the scale of the support, and indeed whether that support was likely to result in change in transport habits. We also wanted seek opinions about various criteria that would help determine the design of the path; for example whether on-road cycleways were an acceptable alternative to an off road cycle route, and how the quality of the route surface might affect usage uptake.

We divided the consultation into two groups:

- Individuals, where the respondent spoke in a purely personal capacity, though this could include for example the impact on their journey to work.
- Organisations, where the respondent spoke on behalf of the organisation, and its people.

For organisations, we also wanted to determine their opinions on likely benefits and dis-benefits to their economic or social output. Though this is a larger piece of work, it was felt necessary to begin the conversation.

5.1 Public Consultation Methodology

A set of consultation criteria was proposed to the client and this was iterated to a state that the client was content.

Two web forms were utilised as consultation mechanisms, as a cost effective and rapid tool to hear opinions. It would have been desirable to carry out more face-to-face interviews with key stakeholders, but timescale and budget prevented this being widely used.

The web forms were created on a commercial web service and were also embedded on the Transition Uni St Andrews website.

The web forms were 'responsive' to enable them to be completed on tablet and smartphone as well as PC.

The webforms were opened on 18th February 2016, and publicised in the subsequent days.

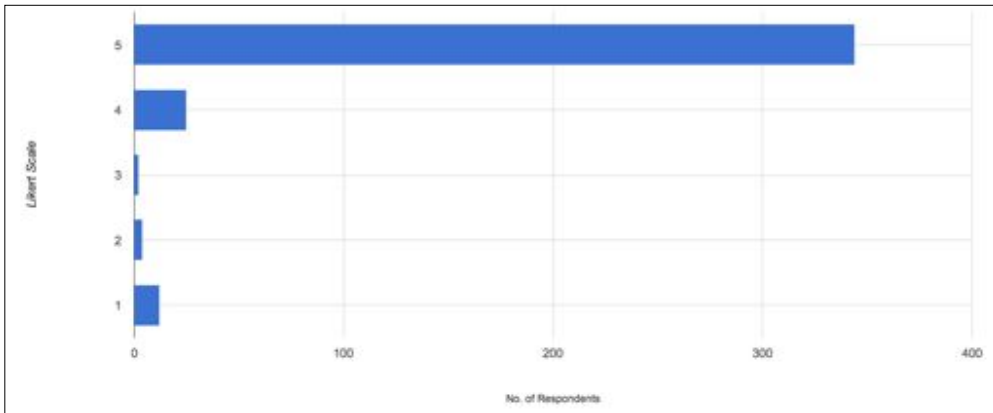
5.2 Consultation with Individuals

A copy of the webform for individuals is given in the Appendix, section 8.5 below.

A total of 382 responses were responses received by 30th March 2016, the majority being submitted in late February and early March. A few forms were subsequently submitted bringing the total for analysis to 387 forms.

The data have been analysed and are presented below.

Figure 2: How much would you support the creation of this off-road path for cyclists & pedestrians?



Scale: 1= No support to 5= Strong support.

The intention this question get an overall sense of the level of support for the proposed cycle path.

The graph shows that an overwhelming majority strongly support the creation of this path.

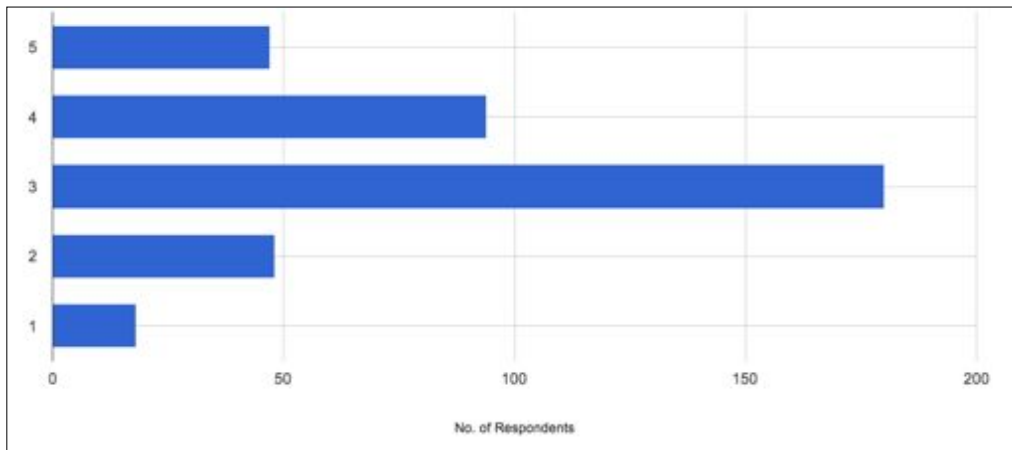
Figure 3: Heatmap showing Location of Respondents



Map backdrop source: Google

The heatmap has been created with respondent postcode. This substantiates the relevance of responses received, because it shows that the main locations for responses are the East Neuk settlements together with Kingsbarns, Boarhills and St Andrews.

Figure 4: If the path was created, how much are you likely to use it?

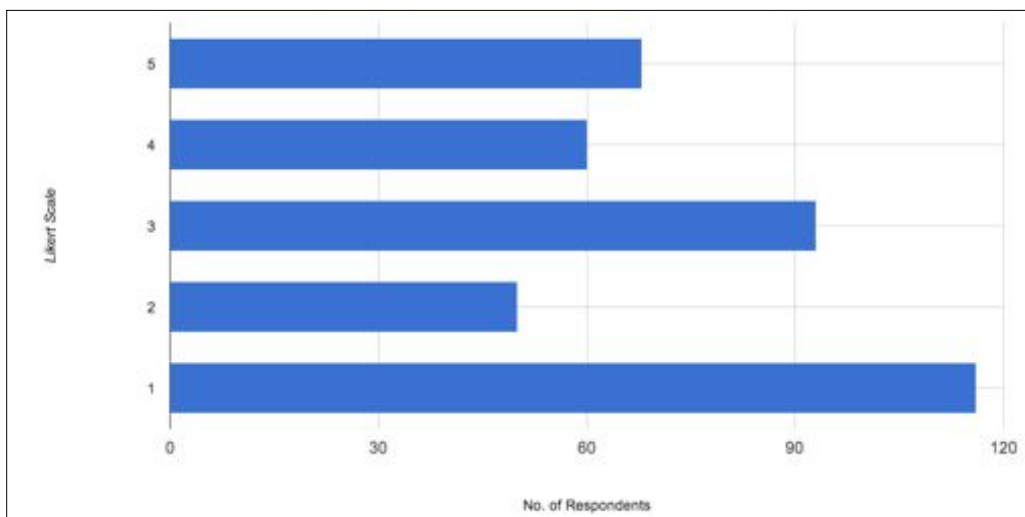


Scale: 1 = hardly ever, 5 = daily use.

While support shown in Figure 2 is very welcome, it is also necessary to gauge likely use. During the further development of the path project, an estimate of carbon saving will be carried out as part of the justification case.

The graph above shows that most respondents would use the path a moderately frequently. At the upper end, nearly 50 respondents said they would use it on a daily basis. At the lower end, 18 respondents said they would hardly ever use it.

Figure 5: How much would the path change your current mode of travel?



Scale 1 = no change, 5 = large change.

The issue of modal change, that is changing from one mode of travel to another mode as a result of the creation of a cycle path is of significant interest. It contributes to building the case for a path in terms of carbon savings as well as other benefits such as health & well being.

The graphs shows that there was a much more mixed response to this question. It shows that the amount of change individuals envisage, varies a greatly from person to person. Around 70 participants said it would result in a 'large change', while at the lower end around 115 people said it would result in 'no change'. Interpreting the latter figure is interesting. For those respondents that stated 'no change' comparatively few comments have been made. For those that have made a comment, some reasons emerge: some are already cyclists. Others only come to cycle for occasional leisure visit. One person who was a cyclist thought the existing road was quite adequate. Many others commented on how dangerous they felt it was.

Comments from respondents stating path would result in 'large change', presented in order of submission:

As a resident of Crail I cycle much less than I would wish to because the narrow country roads do not feel safe. A cycle path would allay all of those concerns and I, like many others I am sure, would immediately begin to use it.

At present the road is far too dangerous to consider a daily commute by bike. If like the St Andrews to Guardbridge cycle path you were isolated from cars, buses and especially lorries this would make a huge difference.

Every journey you meet cyclists on the road

Have a horror of RTC with lorries and farm machinery as well as car RTC!

Having a cycle track would reduce my family's dependence on the car. we would be motivated to travel and commute by bike to and from work.

I live in Kingsbarns. If there was a cyclepath from Crail to St Andrews, I would aim get to my Crail runs (for the weekend paper and some shopping) on the bike. And I would hope to cycle to work in St Andrews as often as possible (sometimes I have to carry too much stuff). I used to cycle everywhere and very much miss it on the dangerous roads around here.

I use to like to cycle to Crail, but have nearly been knocked off my bike on too many occasions to make it pleasurable

I would use this route frequently if there was a cycle route. At present i cycle to Tenstmuir as it is safer. The road from St Andrews to Crail is very busy with fast traffic.

It would be a of great benefit to the local community and would make the whole area even more attractive to visitors, no bad thing!

Lovely weather!

Much safer and will get kid cycling

The current cycling path between St Andrews and Guardbridge - where it joins with the road - is dangerous. A separate cycle path linking Strathkinness with Guardbridge would be desirable if the University development there proceeds as planned.

This is a brilliant idea, we'd be able to ride right round the East neuk safely. It's a nightmare riding a bike along the coast road with speeding vehicles and tractors passing. This would definitely get more of us out on our bikes.

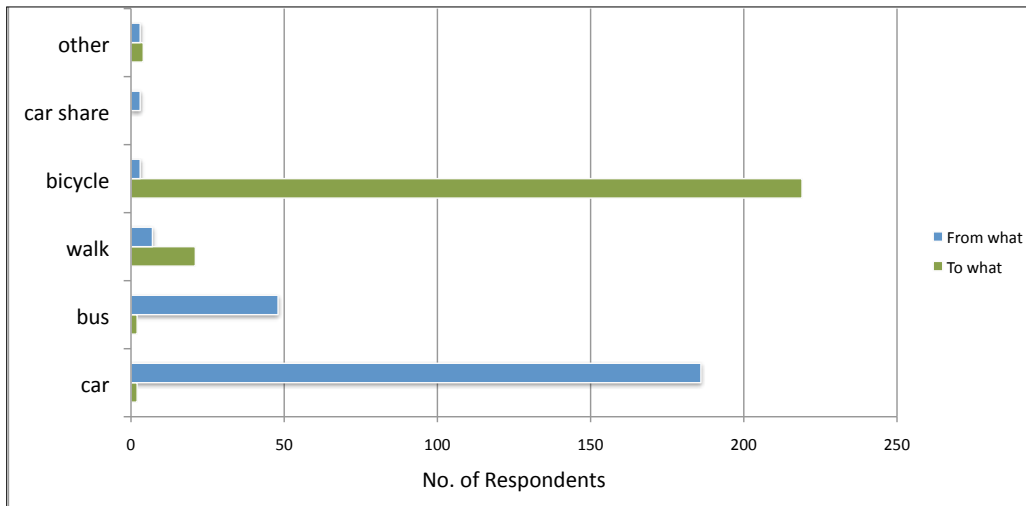
This would change the whole dynamic of the area, it would be amazing!

Using my bicycle on this route would be safer than it is at present. At the moment I take the bus from Crail to St. Andrews, this is a vesafe ry infrequent service. I would enjoy cycling and not timetabling around the bus service.

Very fast road but with tricky sections and not ideal for cyclists or pedestrians

Fear of road traffic appears to be an emergent theme in these comments. All comments are shown in the Appendix in Section 8.7 below.

Figure 6: Stated modal change from path creation



The graph above shows what modal changes were reported for respondents that said the path would result in a change.

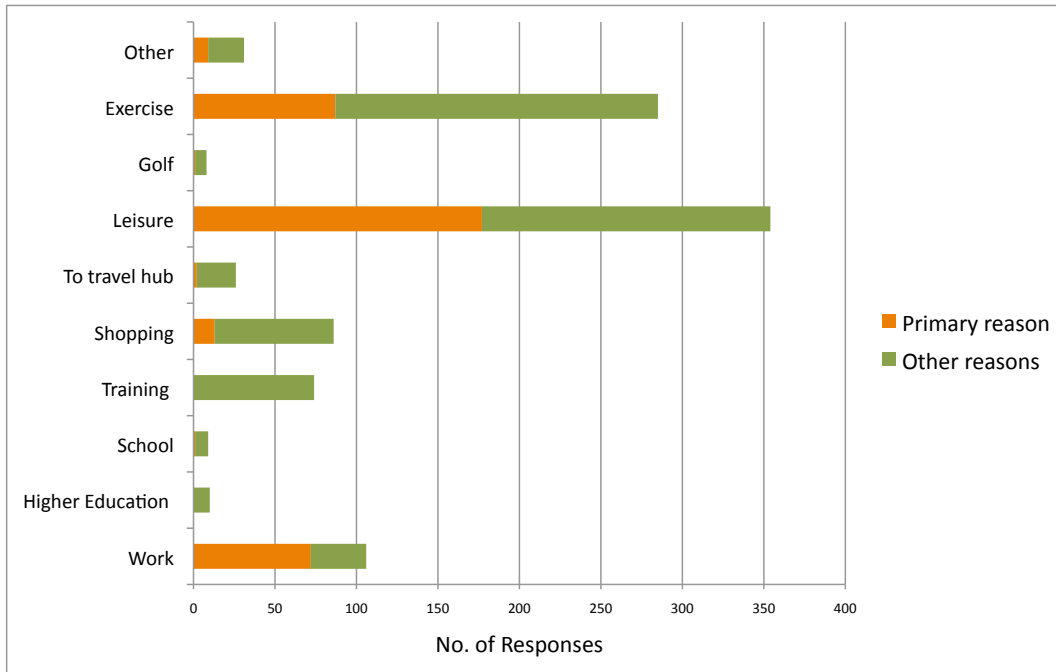
The results are presented as pairs of ‘before and after’ for each mode of transport considered. Blue (top of pair) is ‘before’, and green (bottom of pair) is ‘after’.

The graph shows that before (the current situation) most respondents travel by car and some by bus. A few walk. Hardly any cycle.

It then shows the after (a future situation) where most car use is converted to bicycle. Also most bus use is converted to cycle. Walking also increases.

The reported modal change is quite dramatic. It represents a change in behaviour for a significant proportion of respondents.

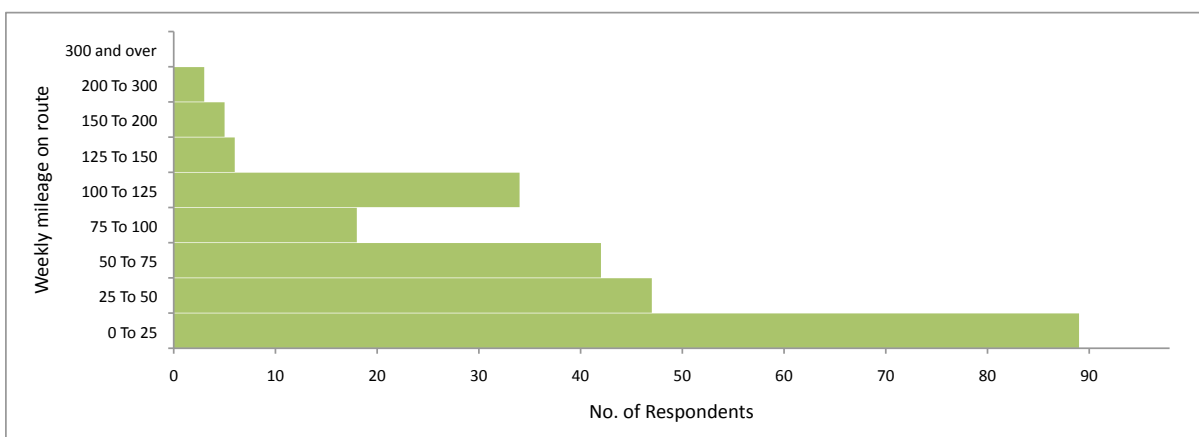
Figure 7: Reasons for travelling on this Route



The graph above combines separate questions of primary and other reasons by category. As can be seen for both primary and combined reasons **leisure** is the cited reason for travel on this route, followed by **exercise**, and some way behind **work**, then **shopping** and **training**.

The high number of respondents for these main categories should be noted in comparison to the total number of respondents which was 387.

Figure 8: Histogram showing Weekly Mileage on route reported by respondents



Respondents reported their average mileage on the route each week. This was collated into mileage intervals (bins) and hence a histogram was created. It is presented horizontally.

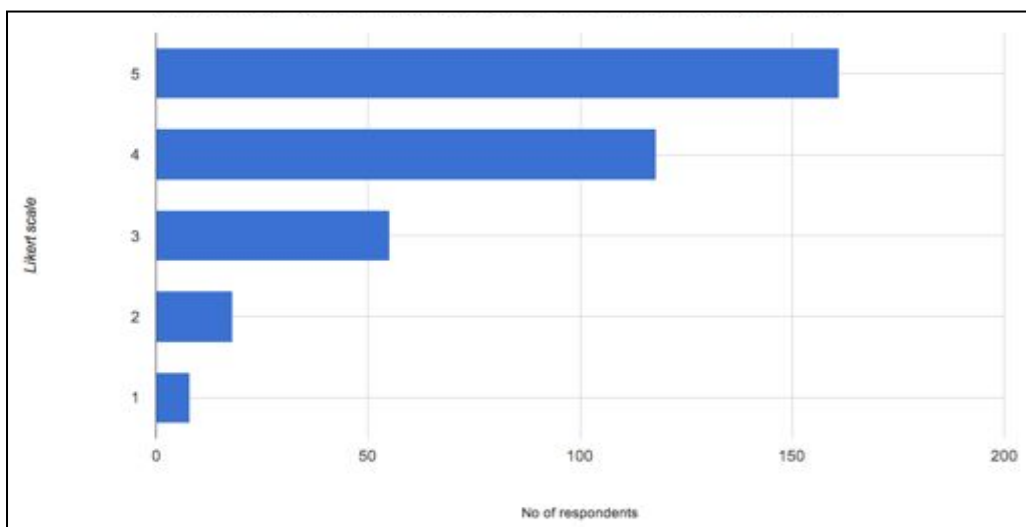
While it shows that nearly 90 respondents do very little weekly mileage (0-25miles per week) it also shows that well over 150 respondents do more than this.

For those that use the route, the average weekly mileage reported was 58 miles. In terms of typical journeys, a round trip from Crail to St Andrews, five days a week amounts to approximately 100 miles. More than 50 respondents reported to doing around 100 miles per week.

Reported mileage together with modal change data can be used to calculate potential carbon benefits from implementing the cycle path.

A comment field was provided for respondents to give more detail and opinion about their travel. All comments are shown in the Appendix in Section 8.7 below.

Figure 9: If you are a cyclist, how important is the quality of the path surface?

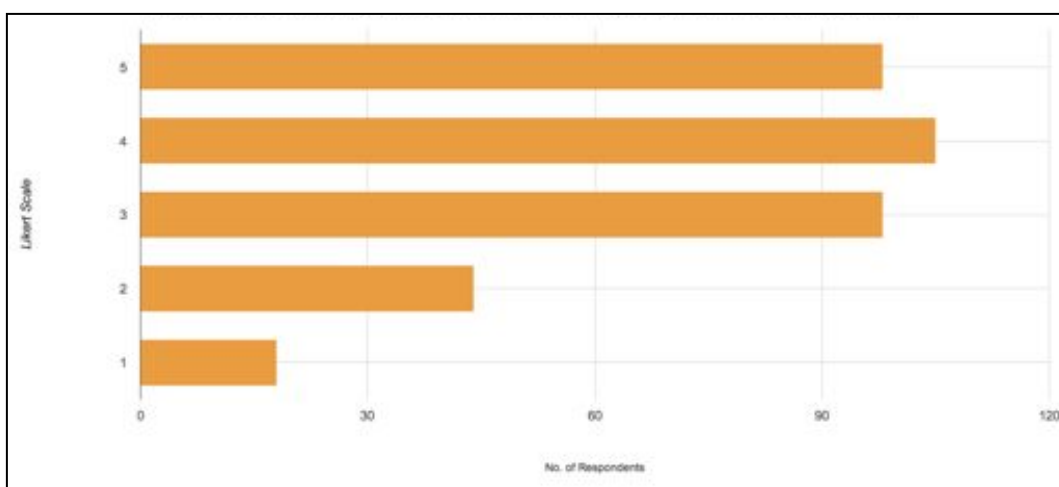


Scale: 1 = unimportant, 5 = very important

In order to determine the most cost beneficial surface for the proposed cycle path, the consultation asked how important the surface was, and goes on below to assess the negative consequences of a poor surface.

The graph above shows that a large majority of respondents (n=279, 72%) thought that the quality of the path surface was important or very important.

Figure 10: If the surface is poor, how much does this negatively affect your likely use?

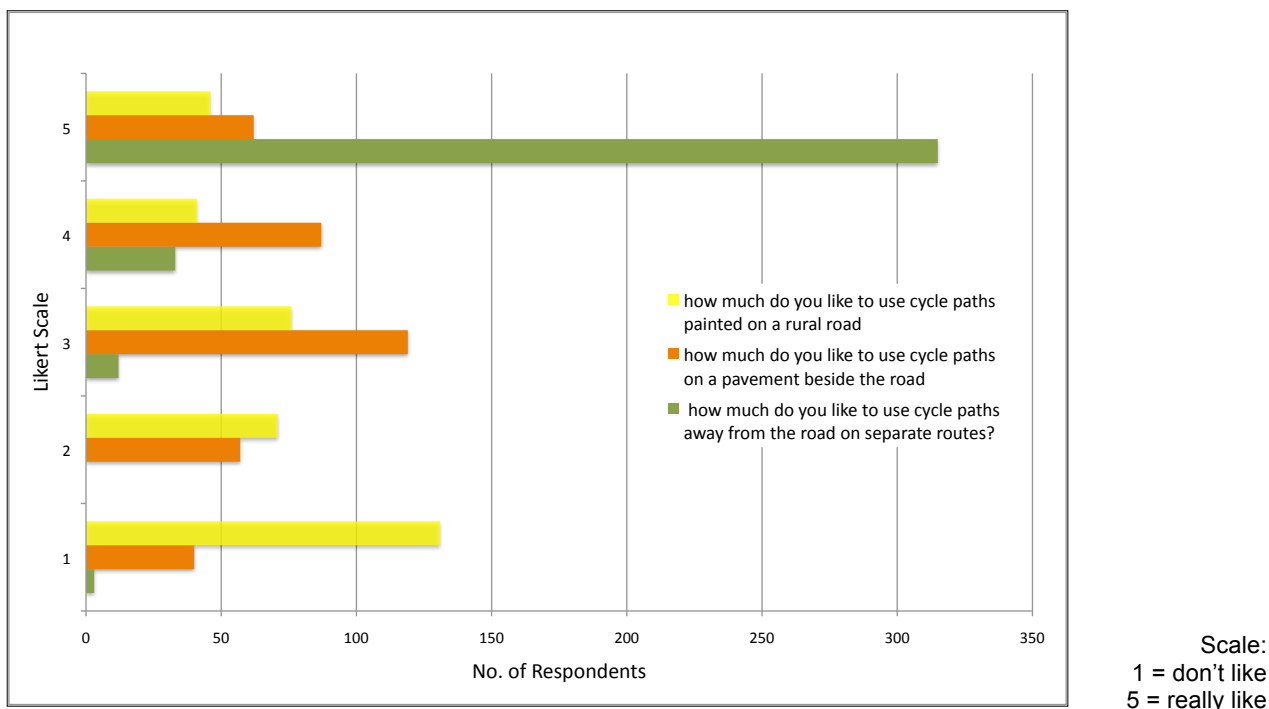


Scale: 1 = unaffected, 5 = strongly affected

In terms of assessing the negative affect of a poor service, the graph above shows that the overwhelming majority of respondents are affected to an extent. Over half of respondents are significantly affected.

These two graphs **make the case that a good quality surface is required** if uptake of use is to be optimal.

Figure 11: How important is the nature of the route to your use?



Three related questions were asked to determine the optimum nature of the proposed path. Respondents were asked to score how much they liked:

- cycle paths painted on rural roads (yellow bars)
- cycle paths on a pavement beside the road (orange brown bars)
- cycle paths away from the road on a separate route (green bars)

For cycle paths painted on rural roads, the yellow bars show that there is mixed opinion, though more respondents don't like them than do like them.

For cycle paths on a pavement beside the road, the orange brown bars show opinion is fairly equally split, most respondents tending to the centre of the scale.

For cycle paths away from the road on a separate route, the green bars show overwhelming strong support, at levels well above the other options. 315 of 387 (81%) respondents stated that 'really like' this type of cycle path.

These data create **a strong case of the proposed cycle route to be away from the road.**

Comments were invited on the nature of the path. These are given in the appendix section 8.8 below. Many interesting and useful points are made.

Finally, other general comments in the context of the project were invited on the form. These are given in the Appendix section 8.9 below. Again constructive and relevant comments have been made.

A significant amount of comments data has been collected across 3 form fields in this consultation, and this warrants more detailed analysis than the current project allows for in terms of time and budget. Apart from the text content itself, there is an opportunity to correlate opinions with other quantitative responses in order to better understand the respondents.

The consultation form asked for age, gender, and location data in order to track the profile of respondents to determine if the source of responses was well distributed.

A summary of that data is given in the Appendix, section 8.10 below

It shows a satisfactory distribution by gender and age.

Web analytics have been used to collate data on the mode of response. These are useful for follow up work. A summary is given in the Appendix, section 8.10 below. It shows that mobile was just dominant in terms of type of platform, and that a third of responses came via Facebook.

5.3 Consultation with Organisations

A copy of the webform for organisations is given in the Appendix, section 8.5 below.

Fourteen responses have been received to date, of which around ten are competent as representing organisations.

It was ambitious to attempt an organisational consultation within the timescales and budget. While some organisational input has been useful, it is clear that further engagement is required. This will require an individual approach to each potential stakeholder.

The interim results are insufficient to report at this time.

5.4 Consultation with Other Stakeholders

Other stakeholders have been identified, and a process of engagement has taken place.

The table shows meetings have been held and their context.

Organisation	Person	Context
Fife Council Transportation Services	Jane Findlay	Project support and traffic data
Fife Coast and Countryside Trust	Ranald Strachan	Project support and integration with coastal path
University of St Andrews Estates Dept	David Stutchfield	Opportunities for synergy with Kenly Wind Farm construction

6 Landowner Research & Consultation

In terms of outdoor access, and cycle path projects in particular, it appears regrettable that disused railway routes left public ownership relatively recently, and for nominal sums.

As a result, the route being considered is now predominantly owned or controlled by private landowners, farmers, tenants, domestic residents and charitable trusts. While there is no legal requirement for them to co-operate, many are willing to do so for business and philanthropic reasons.

6.1 Determination of Landownership

Determining the ownership of land along the proposed route is a vital step towards realising the project.

Various formal and informal sources were used, including in some cases the Registers of Scotland. Direct discussion during engagement was also a source of land holding information.

There is now have a relatively complete knowledge of land ownership along the proposed route.

In a handful of cases, holdings are for sale or in the process of changing hands and therefore remain undetermined.

An inventory of landowners is provided in the confidential appendix, section 9.1 below. This section is omitted from the public version of the report.

6.2 Engagement with Landowners

Landowners have been directly engaged with by face-to-face meeting, carried out by the Consultant. A letter of introduction was provided by the Client.

The purpose of this engagement was:

- Confirm landownership
- Inform them about the proposed path
- Gauge response, and listen to opinions and concerns
- Assess likelihood of cooperation
- Work towards a solution that is satisfactory for all parties
- Seek an *in principle* agreement on that solution
- Where possible, sign a Memorandum of Understanding

This method has resulted in many constructive and useful conversations. The detail of those negotiations has been shared with the Client, but due to their sensitivity are not included in this report. Conclusive landowner negotiation is a process that requires a longer timeframe than this short project allows. However significant progress has been made.

To summarise the outcomes:

- response variable
- one or two highly negative
- many moderately supportive
- some extremely positive – especially if have public-orientated business
- as ever landowner agreement can be difficult

Written Memorandum of Understandings have been signed by several significant landowners on the proposed route. Original copies are now in the hands of the Client.

7 Conclusions & Recommendations

7.1 Traffic Data

The data presented shows that the direct rural roads between St Andrews and the East Neuk have relatively high volumes of traffic, particularly at peak hours, but also throughout the day.

The contrast in cycle traffic between north of St Andrews where there is a cycle path, and to the south where there is none, is stark. At the north there is year round usage, apparently irrespective of weather. To the south out of St Andrews there is barely any use, according to available data.

7.2 Route

A suitable route has been identified that has the potential for a fast and direct journey between Crail and St Andrews. Though some impediments exist, a substantial amount of work has been done to initiate the development of this route.

The condition of the route has been assessed and a detailed photographic and documentary resource has been created.

7.3 Public Consultation

The consultation with individuals was highly successful. A great deal of relevant opinion both quantitative and qualitative was collected. The key outcomes are:

- overwhelming support for a new cycle path on this route
- significant potential for modal change from car & bus to bicycle
- tangible carbon benefits can be calculated
- clear concern and fear expressed about current use of roads on this route
- evidence that a high quality of surface for the path is required
- strong request for new path to be away from the road

The public consultation with organisations is a work in progress. It requires a further investment in careful and deliberate consultation with individual organisational stakeholders.

7.4 Landowner Consultations

The consultations to date with landowners are the opening rounds of a longer conversation. Important first steps have been taken. Landowners on the proposed route are aware of the proposal and have had an opportunity to provide feedback. Many are enthusiastic, while a small minority remain negative. However in several cases preliminary written agreements have been signed.

7.5 Key Ongoing Issues

There are a number of issues, but the following require particular attention because of the risk they represent to the project:

- securing landowner consent
- maintenance arrangements must be in place to secure capital funding

7.6 Recommendations

7.6.1 Creation of a Steering Group

The project requires a wider body of stakeholders and interested parties to help direct the project in the longer term. The involvement of local representative organisations such as community councils and development trusts is essential. A steering group can also help identify suitable local bodies that may be willing to take on responsibilities of maintaining the path in the longer term.

7.6.2 Consulting with organisational stakeholders

A focussed consultation with organisational stakeholders is required. The consultation with individual members of the public was clear and elicited a powerful positive response. An equally clear demonstration of opinion is required from organisations, and it is recommended that this is carried out as soon as possible.

7.6.3 Landowner negotiations

For the project to proceed, it is important to continue the dialogue with landowners, and identify key impediments to the complete route. Those impediments must receive attention to broker a solution as they have the potential to prevent the project from being realised. In this sense they are a key risk. Therefore it is recommended that engagement and negotiation continue with a view to mitigating this risk.

7.6.4 Engaging with Active Supporters

The public consultation with individuals yielded around 55 individuals that said they would like to be actively involved in the project. This offer of involvement should not be missed. It is recommended that an action plan is created and implemented to utilise this significant human resource.

8 Public Appendices

8.1 Road Traffic Source Data

Source of data provided courtesy of Fife Council Transportation Services in the form of text file report data. The following data have been used in this report.

A917 St Andrews, Kinkell (Permanent Site)

Site No. 00000066 Site Ref. Link0066_000 Grid Ref. 352040,715525 Year Report Year 2015
There is no breakdown by vehicle type for this report.

A917 Brownhills (Rotational Site)

Site No. 00000023, Grid Ref. 352505,715227, Vehicle Count Report Week Begin: 27 November 2015
There is no breakdown by vehicle type for this report.

B9131 Btwn Brownhills & Drumrack (Rotational Site)

Site No. 00000471 Grid Ref. 352438,715174 Vehicle Count Report Week Begin: 27 November 2015
There is no breakdown by vehicle type for this report.

B9131 Brownhills - Bicycles

Site No: 00009471 Site Reference: Link0471_000 Vehicle Count Report for bicycles only
This report is for bicycles only and covers a period 23rd November to 20th December although data is only populated for 23rd November – 8th December 2015.

St Andrews, Strathtyrum - Permanent Bicycle

Site No. 99900016 Site Ref. 00000016 Grid Ref. 349394,717501
Vehicle Count Report Channel: Total Flow Daily totals collated by month for 2015
This report is for bicycles only using the off-road cycle path. Location not shown of map below.

Figure 12: Fife Council Road Traffic Counter Locations



Source: Fife Council

8.2 Appendix: Route Condition Report

Table 2: Section Coordinates

Route Section ID	Route Section name	Length (km)	Section Coordinates (WGS 84)			
			Start Y	Start X	End Y	End X
10	Fife Council Pavement from periphery of St Andrews	1.753	56.333294	-2.783192	56.32684	-2.76754
11	Castle Course	1.375	56.326812	-2.767342	56.323992	-2.754343
12	Kinkell Farm	1.045	56.323903	-2.754247	56.319847	-2.744812
13	Kingask/Verge	0.221	56.319815	-2.744748	56.31902	-2.742688
14	Fairmont	1.470	56.318946	-2.742421	56.315707	-2.730827
15	Burnside Muir field	0.419	56.315575	-2.730908	56.312554	-2.733818
16	Burnside Muir	0.500	56.312568	-2.733791	56.311613	-2.728888
17.3	Kenlygreen Farm 3	1.027	56.311604	-2.728856	56.309468	-2.718835
17.2	Kenlygreen Farm 2	0.786	56.309466	-2.718822	56.307639	-2.711182
17.1	Kenlygreen Farm 1	0.677	56.307633	-2.711145	56.309795	-2.70492
18	Ashwood including Viaduct	0.405	56.3098	-2.704901	56.310437	-2.700923
19	Upper Kenly	0.298	56.310437	-2.700886	56.309837	-2.697985
20	Falside Farm	1.260	56.309828	-2.697948	56.302734	-2.687692
21	North Quarter	1.260	56.302713	-2.687673	56.293135	-2.680006
22	Kippo	1.444	56.293084	-2.679923	56.284568	-2.668263
23	West Newhall	2.205	56.284551	-2.668231	56.273372	-2.64926
24	Damside	1.418	56.273348	-2.649222	56.265772	-2.638386
25	Sypsies	0.418	56.265686	-2.638397	56.264702	-2.634432
26	Perimeter Crail	0.224	56.264676	-2.6344	56.263183	-2.632771
Total length		18.205				

Table 3: Route Condition by Section

Route Section ID	Route Section name	Length (km)	Vegetation	Condition Grading		Comments
				Base/grade	Current Use	
10	Fife Council Pavement from periphery of St Andrews	1.753	None or minimal vegetation	Unbound fine gravel	Roadside pavement	Rather narrow in places, otherwise suitable
11	Castle Course	1.375	None or minimal vegetation	Compacted sandy soil	Access track on non-domestic property	
12	Kinkell Farm	1.045	Pasture	Topsoil	Pasture	
13	Kingask/Verge	0.221	Rough grasses and tall perenial weeds	Topsoil	Roadside verge	
14	Fairmont	1.470	Rough grasses and tall perenial weeds	Topsoil	Unused or rough ground	
15	Burnside Muir field	0.419	Arable crops	Topsoil	Arable	Route at edge of field
16	Burnside Muir	0.500	Rough grasses and tall perenial weeds	Railway subbase of unknown thickness	Farm track	
17.3	Kenlygreen Farm 3	1.027	Arable crops	Topsoil	Arable	Route at edge of field
17.2	Kenlygreen Farm 2	0.786	None or minimal vegetation	Stone or rubble track	Farm track	
17.1	Kenlygreen Farm 1	0.677	Arable crops/ rough grass	Topsoil	Arable/Woodland	Route at edge of field, and woodland fringe
18	Ashwood including Viaduct	0.405	Short maintained vegetation	Topsoil	Domestic garden	
19	Upper Kenly	0.298	Light scrub and grasses	Railway subbase of unknown thickness	Unused or rough ground	
20	Falside Farm	1.260	Light scrub and grasses	Railway subbase of unknown thickness	Unused or rough ground	
21	North Quarter	1.260	Heavy scrub	Railway subbase of unknown thickness	Arable / Unused or rough ground	~150m now incorporated into an arable field
22	Kippo	1.444	None or minimal vegetation	Stone or rubble track	Farm track	Used for farm access
23	West Newhall	2.205	None or minimal vegetation	Stone or rubble track	Farm track	Livestock on track
24	Damside	1.418	Rough grasses and tall perenial weeds	Railway subbase of unknown thickness	Unused or rough ground	
25	Sypsies	0.418	Rough grasses and tall perenial weeds	Railway subbase of unknown thickness	Unused or rough ground	
26	Perimeter Crail	0.224	Light scrub and grasses	Railway subbase of unknown thickness	Unused or rough ground	
		18.205				

8.3 Appendix: Selected Route Photos Indicative of Current Condition

Route section on dismantled railway with light scrub cover



Route section on dismantled railway used as farm track



Route section on dismantled railway with heavy scrub cover



Route section on dismantled railway with grass & tall perennial weed cover



Route section on dismantled railway showing existing cycle path condition and typical gate setup



Route section immediately south of St Andrews showing condition of roadside pavement which is proposed for upgrade to shared use



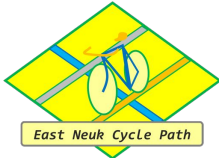
8.4 Appendix: Map Layouts for Individual Route Sections

Table 4: Index of Map Layouts for Individual Route Sections

Map 10	Proposed Route for Landowner Information re:	Fife Council pavement periphery of St Andrews to St Brownhills
Map 11	Proposed Route for Landowner Information re:	Castle Course
Map 12	Proposed Route for Landowner Information re:	Kinkell Byre
Map 13	Proposed Route for Landowner Information re:	Roadside verge at Kingask
Map 14	Proposed Route for Landowner Information re:	Fairmont
Map 15	Proposed Route for Landowner Information re:	Burnside Muir Cottage
Map 16	Proposed Route for Landowner Information re:	Burnside Muir
Map 17	Proposed Route for Landowner Information re:	Kenlygreen Farm
Map 18	Proposed Route for Landowner Information re:	Ashdown including Viaduct
Map 19	Proposed Route for Landowner Information re:	Upper Kenly
Map 20	Proposed Route for Landowner Information re:	Falside Farm
Map 21	Proposed Route for Landowner Information re:	North Quarter
Map 22	Proposed Route for Landowner Information re:	Kippo Farm
Map 23	Proposed Route for Landowner Information re:	West Newhall
Map 24	Proposed Route for Landowner Information re:	Damside Farm
Map 25	Proposed Route for Landowner Information re:	Sypsies Farm
Map 26	Proposed Route for Landowner Information re:	perimeter of Crail

The above Maps are omitted from the web version of this report in order to provide a useable file size.

8.5 Appendix: Consultation webform for individuals



How about a cycle path between St Andrews & Crail?

including the villages of Boarhills and Kingsbarns

Local community groups have a proposal to create a cycle path heading south from St Andrews all the way to Crail. But do local people want it?

Would local people use it? Have your say here!

How much would you support the creation of this off-road path for cyclists & pedestrians? *

1 2 3 4 5

No support Strong support

If the path was created, how much are you likely to use it? *

1 2 3 4 5

Hardly ever Daily use

How much would the path change your current mode of travel ? *

1 2 3 4 5

No change Large change

If some change, from what?

and to what?

What are your main reasons for travelling on this route?

Primary reason (select most appropriate one) *

Work Higher Education School
 Training Shopping To travel hub
 Leisure Golf Exercise
 Other

Other reasons (tick all that apply)

Work Higher Education School
 Training Shopping To travel hub
 Leisure Golf Exercise
 Other

What is your total mileage on this route in an average week? Please tot it up if you can.

miles

Any comments on your travel:

Nature of path

If you are a cyclist, how important is the quality of the path surface, eg. free from puddles and mud

1 2 3 4 5

Unimportant Very important

If the surface is poor, how much does this negatively affect your likely use of the path?

1 2 3 4 5

Unaffected Strongly affected

How important is the nature of the route to your uptake on using it;

- how much do you like to use cycle paths painted on a rural road

1 2 3 4 5

Don't like Really Like

- how much do you like to use cycle paths on a pavement beside the road

1 2 3 4 5

Don't like Really Like

- how much do you like to use cycle paths away from the road on separate routes?

1 2 3 4 5

Don't like Really Like

Any comments on the nature of a cycle path?

Your profile

Gender Female Male Prefer not to say

0-15 16-24 25-34

Age range (years)	<input type="radio"/> 0-15	<input type="radio"/> 16-24	<input type="radio"/> 25-34
	<input type="radio"/> 35-44	<input type="radio"/> 45-54	<input type="radio"/> 55-65
	<input type="radio"/> 65+		

Nearest town or village to your home *

Postcode *

(please give your full postcode in order that we can effectively use the travel data. Without it, use is severely restricted. Don't worry we're not intending to visit or write to you!)

E-mail

(optional - if you would like to be kept up to date with the project)

Would you like to be involved or kept up to date?

yes - I'd like to become involved, tell me more.

yes - but just send me the occasional update

no thanks - I'll keep an eye on the website

Anything else you want to tell us in this context?

Data Protection: Transition Uni of St Andrews and the project partners take the protection of personal data seriously. Non-anonymised data will never be provided or shared with any parties outside this project.

By submitting this form you are agreeing to use of the content by TUSA and its project partners.

This information will form part of a report investigating the potential for a cycle path from St Andrews to Crail. We expect to complete the report by April 2016 and will make it available through the Transition UStA website. This phase of the project is funded by SESTrans.

Thanks for your input to the project. You've helped move it closer to happening. Ask your friends and family if they can help as well.

8.6 Appendix: Consultation webform for organisations



How about a cycle path between St Andrews & Crail?

including the villages of Boarhills and Kingsbarns

Local community groups have a proposal to create a cycle path heading south from St Andrews all the way to Crail.

But do local businesses and other organisations want it?

Would local organisations benefit from it? Have your say here!

Support & use

How much would your organisation support the creation of this off-road path for cyclists & pedestrians? *

1 2 3 4 5

No support Strong support

As an organisation, what do you see as the benefits to your organisation ?

Primary reason (select most appropriate one) *

- more people through our door
- better access & connection
- improved business
- better public profile & publicity
- less traffic on road
- more exercise opportunities
- lower carbon transport
- safer routes for people
- Other

- Other reasons (tick all that apply)
- more people through our door
 - better access & connection
 - improved business
 - better public profile & publicity
 - less traffic on road
 - more exercise opportunities
 - lower carbon transport
 - safer routes for people
 - Other

Any comments on the benefits ?

Are you able to quantify the likely benefits, for example in terms of visitors, or revenue?

And do you see any dis-benefits or problems?

- loss of privacy
- waste of money
- litter
- dogs
- noise
- Other

Any comments on dis-benefits or problems?

Modal change

How much would the path change your people's mode of travel ? *

1 2 3 4 5

No change Large change

If some change, from what?

and to what?

What are their main reasons for travelling on this route?

Primary reason (select most appropriate one) *

- Work
- Higher Education
- School
- Training
- Shopping
- To travel hub
- Leisure
- Golf
- Exercise
- Other

Other reasons (tick all that apply)

- Work
- Higher Education
- School
- Training
- Shopping
- To travel hub
- Leisure
- Golf
- Exercise
- Other

Do you have a organisational travel plan?

- Yes
- Not yet but we're working on one
- No

Any comments on your people's travel?

Nature of path

How important is the quality of the path surface, eg. free from puddles and mud, for your people ?

1 2 3 4 5

Unimportant Very important

If the surface is poor, how much does this affect your people's likely use of the path?

1 2 3 4 5

Unaffected Strongly affected

How important do you think is the nature of the route to your people's uptake on using it;

- how much do your people like to use cycle paths painted on a rural road

1 2 3 4 5

Don't like Really Like

- how much do your people like to use cycle paths on a pavement beside the road

1 2 3 4 5

Don't like Really Like

- how much do your people like to use cycle paths away from the road on separate routes?

1 2 3 4 5

Don't like Really Like

Any comments on the nature of a cycle path?

Your organisation profile

- Type of organisation *
- | | | |
|--|---|--|
| <input type="checkbox"/> business | <input type="checkbox"/> farm | <input type="checkbox"/> retailer |
| <input type="checkbox"/> leisure | <input type="checkbox"/> golf | <input type="checkbox"/> sport |
| <input type="checkbox"/> education | <input type="checkbox"/> school | <input type="checkbox"/> manufacturer |
| <input type="checkbox"/> energy | <input type="checkbox"/> wholesaler | <input type="checkbox"/> consultancy |
| <input type="checkbox"/> not-for-profit | <input type="checkbox"/> community organisation | <input type="checkbox"/> unincorporated body |
| <input type="checkbox"/> Other <input type="text" value=""/> | | |

- Are you a member or part of any of these?
- St Andrews Partnership
 - Tourist Board
 - St Andrews Traders Association
 - NFU
 - Fife Council

Organisation name

(optional - useful if you would like to be part of shaping this project)

Nearest town or village to your main premises *

Postcode *

(please give your full postcode in order that we can effectively use the travel data. Without it, use is severely restricted. Don't worry we're not intending to visit or write to you!)

E-mail

(optional - if you would like to be kept up to date with the project)

- Would you like to be involved or kept up to date?
- yes - I'd like to become involved, tell me more.
 - yes - but just send me the occasional update to date?
 - no thanks - I'll keep an eye on the website

Anything else you want to tell us in this context?

Data Protection: Transition Uni of St Andrews and the project partners take the protection of personal data seriously. Non-anonymised data will never be provided or shared with any parties outside this project.

By submitting this form you are agreeing to use of the content by TUSA and its project partners.

Submit

This information will form part of a report investigating the potential for a cycle path from St Andrews to Crail. We expect to complete the report by April 2016 and will make it available through the Transition UStA website. This phase of the project is funded by SESTrans.

Thanks for your input to the project. You've helped move it closer to happening.

You can help further by asking your people, friends and family if they can fill in the sister to this form, for individuals.



8.7 Appendix: Any comments on your travel; Individuals Consultation

Verbatim comments (personal data redacted) in order of date of submission:

I have cycled on this road for years, but with small children, I'm unwilling to subject them to the dangerous driving, so do not cycle with them on the road. I would with a cycle path.

I use this route for training rides, as well as leisure and some work. Creating an off road route would link with the other routes in north Fife and Angus and give great opportunities for cycling, away from busy roads. This would be a big draw for visitors and locals, who's main barrier to cycling in my professional experience is fear of traffic.

I often cycle from Tayport to St Andrews, but if I want to go into the East Neuk I tend to take the bus because the roads are not particularly bike-friendly. If I could cycle comfortably all the way I would probably visit the East Neuk more often.

For leisure / exercise use.

I'd love to cycle this way - hate cycling on the main road.

I would use this route frequently if there was a cycle route. At present i cycle to Tenstmuir as it is safer. The road from St Andrews to Crail is very busy with fast traffic.

"travel variable based on weather, more frequent in the summer

route cycled from St Andrews to Cellardyke to visit parents

i would probably cycle more if there was a cycle path as the road is very busy at times e.g. on a sunday when the crail airfield has an event on"

Already a cycle commuter but would appreciate a safer route/improved road surface.

Have cycled round this part of Fife and hated the roads on Sundays when boy racers tear up to coastal airfield and show off on minor roads.

as a cyclist I would visit specifically to use the path

"I'm a recreational road cyclist. I tend to avoid this road (hence the 0 average) but do use it occasionally for training and variety.

It is generally fine but traffic can be bad on it (Crail race track days for example). The surface is also terrible."

This would give cyclists a great opportunity to cycle on some of Fife's fantastic countryside visit crail occasionally by car but would be nice to use cycle route with kids.

We hire bikes and this is a very popular requested route, but not really possible safely at present

"What I would use this path for:

- touring around the East Neuk Fishing Villages & coastline with friends and family.*
- accessing areas of geological interest for my studies*
- exercising"*

There is no bike route so I can't cycle it! If I go St Andrews to Crail it is normally by bus or using roads and old rail route - I don't like the road but so only do the route infrequently. I would use a dedicated bike route regularly

This would be a great addition to the local area, and a great tourist attraction.

I don't cycle this route at present because the traffic i don't feel safe sharing the road with cars, lorries and vans

My family would use it for leisure only.

Once again another path for pedestrians and cyclists what about horse riders who would support a multi use path for a safe off road route

Great idea, don't live close enough to use it for commuting but would use it for leisure.

I don't travel this route but I would totally support it it would be a wonderful idea...

A works van for uplifts etc

I use this route some weeks more than others. If there was a cycle/off road track I would use it far more regularly, for running and dog walking, as well as occasional cycling.

i would be willing to do a bit of a detour to cycle (I don't live on this route)..Am very frustrated at inability at present to link up car travel and cycling-but would for example drive to Kingsbarns rather than Crail the cycle if a safe cycling route were in place..

Dangerous road for cyclists and pedestrians. Would never cycle on the road but would use a cycle path. Many times I have been driving and had to do an emergency stop as you get round a corner and there is a cyclist in the road. Just dangerous

I currently have to travel by car for work but for leisure I'd like to be able to have a safe route for cycling

Probably wouldn't change to using it to cycle to work - it's too far - but would certainly use it for exercise on a regular basis.

Generally the back roads are more than adequate for cycling to Crail and have never felt out of my comfort zone on the main road either.

I usually cycle when I visit a friend in Crail about 4-6 times a year. Assuming the new path is no longer (in distance or time) I would be happy to use it rather than the main road.

I don't go that way because I don't think the main road is safe for cyclists.

"I don't need travel to work in this direction as I live in Largoward and work in Dundee but I am aware of the huge limitations for cyclists commuting in and around here I haven't used my bike in 2 years since moving here as although I see cyclists out on the road the road conditions are horrendous with pot holes and drivers attitude towards cyclists can be rigid and the dangers are just so high for being hit out on these roads. Although having more widespread access to road cycle paths would still allow me to cycle for commuting

So it would be lovely to have somewhere to cycle other than right next to busy roads or on them."

I would only use it for safe training cycling

At present the road is far too dangerous to consider a daily commute by bike. If like the St Andrews to Guardbridge cycle path you were isolated from cars, buses and especially lorries this would make a huge difference.

Every journey you meet cyclists on the road

Too old to cycle to St Andrews but delighted that this might be possible for the younger generation

I use to like to cycle to Crail, but have nearly been knocked off my bike on too many occasions to make it pleasurable

Before you do start thinking about new cycle paths, will be much better keep old ones on better conditions! Example would be from Guardbridge to St Andrews as on the moment first section from Guardbridge have loose surface with lot of small sharp stones (get puncture twice) and path not flat at all, 2nd section next to the Links trust golf courses have bumps from tree roots, branches, leaves and sheltered by trees make this section dark and dangerous slippery some times

It would also be a safe route to take children on.

Fast

Travel to St Andrews daily for work by car. Will continue to do so, however, in fairer weather would use the cycle path to get Crail for small amounts of shopping or visit family. For leisure would also enjoy, at weekends, walking to St

I am not a cyclist but they obviously are much safer.

"Have a horror of RTC with lorries and farm machinery as well as car RTC!"

This would change the whole dynamic of the area, it would be amazing!

I travel from Anstruther, so not an everyday option for me. But I know lots of people in Crail and Kingsbarns who may use this every day, and I would for leisure at the weekends.

Would love to cycle or walk this for exercise and pleasure

In the winter months I would use this path less often, but as a keen cyclist I would certainly use it a lot in the spring/summer/Autumn months. Cycling out the east Neuk way is very scenic and beautiful, and I also have friends and family I cycle to visit in Anstruther/Craik (from StA) and I would be much more inclined to cycle there over drive if there was a dedicated path.

I maybe do this route (20 miles total) once every four weeks for leisure

"I don't cycle at all on this route but I did when I was growing up, not as many cars then. 1980's.

Now far too dangerous to cycle on the roads and when I was in Germany I cycle all over because of the dedicated and separate cycle routes."

Would do about 20 a month though

I travel from Cellardyke to St Andrews by car and take the bus on to Dundee. I would use the bike via Craik if a safe route existed

I don't often travel Craik to St Andrews but would definitely be interested in a path that I could take my kids cycling and walking on. Also as a runner I can see me and lots of others using it for training.

This is a brilliant idea, we'd be able to ride right round the East Neuk safely. It's a nightmare riding a bike along the coast road with speeding vehicles and tractors passing. This would definitely get more of us out on our bikes.

Lovely weather!

As a runner it's good to have safe local options as many roads between villages don't have footpaths. This new route would open up area for me to also safely take my children cycling to increase their exercise levels and fitness as well. Fantastic opportunity.

I am a triathlete that sometimes uses this road as part of my training. It is very dangerous on occasion but I would use it a lot more if there was a cycle path.

I often walk on the coastal path. I like cycling but have 2 dogs so road not suitable. A separate path would be great to cycle with dogs.

I used to live in Kingsbarns and I cycled daily to St Andrews. I would have loved to have this option then because the road is quite dangerous.

The reason I don't go down to Craik as much as I would like to is because the bus costs quite a lot for such a short distance and I don't feel comfortable cycling on such narrow roads with tight corners etc. where cars seem to get incredibly close to cyclists! If there was a dedicated bike path down to Craik I would definitely use it. It would be great to see more of them around the place!

it would encourage me to do this route more often as the road isn't very scenic especially where bumpy and with fast cars overtaking etc

"I cycle every day on various routes around the East Neuk

if there was a cycle route to St Andrews this would be my preferred choice for safety reasons"

Travel to St Andrews for the amenities, shopping, fuel, entertainment, dining, walks on the beach, golf etc.

the road is dangerous for cyclists because some drivers overtake too close

It would be a of great benefit to the local community and would make the whole area even more attractive to visitors, no bad thing!

Craik is my second home - we are there every three weeks and when we are would make extensive use of the proposed path

As a holiday home owner with a home in the country between Craik and Kingsbarns it has long been an issue for us and our guests that there is no path between the villages and beyond. Walking or cycling along the busy main road, where cars often travel very fast, is dangerous, especially at night and with small children. The coastal path takes a long time because of the distance between the road and the sea. It is a lovely part of the country to enjoy on two feet or two wheels and a cycle path would be wonderful and would get lots of use.

Used to cycle to St Andrews from Crail but not safe in the winter

"If it keeps cyclists off the road then it will make my commute by car easier.

Not all of us have the health to cycle to work."

Using my bicycle on this route would be safer than it is at present. At the moment I take the bus from Crail to St. Andrews, this is a vesafe ry infrequent service. I would enjoy cycling and not timetabling around the bus service.

Working hours and things I have to carry give me little opportunity to cycle to work at present but a safe cycle route would extend the season when I at least have the chance. Road with no shoulder isn't safe in the dark.

I cycle around the east neuk for pleasure not to commute.

I would like to part walk, part bus!

At present this is not a good road for cycling. I would use it more if there was a cycle path

The current cycling path between St Andrews and Guardbridge - where it joins with the road - is dangerous. A separate cycle path linking Strathkinness with Guardbridge would be desirable if the University development there proceeds as planned.

As a resident of Crail I cycle much less than I would wish to because the narrow country roads do not feel safe. A cycle path would allay all of those concerns and I, like many others I am sure, would immediately begin to use it.

Regularly in St Andrews for work and leisure

Having a cycle track would reduce my family's dependence on the car. we would be motivated to travel and commute by bike to and from work.

My last and most beloved bike was stolen from Swallowgate bikeshed on the Scores away back in 1975 and I am now 73, so I am now unlikely ever to manage the fearsome hill leading out of St. Andrews towards Crail and Anstruther; but as a motorist now faüte de mieux, I have to say I have more than once experienced selfish and dangerous conduct not so much by individual cyclists as by groups treating the middle of the road as their preserve, damn the motorist trying to get safely past on this slope and further on at some of the fiendish bends. If such riders could be kept to a dedicated cycle-path, that would be great for them, and for former cyclists like me. But is it feasible even in theory? What about those bends before the long straight bit before Kingsbarns??

Would use this as part of a cycling group or individually. Stay in Kirkcaldy and come along this way on a regular basis, 1-2 times a week in the summer. Would take bikes of the roads which can benefit both cyclist and motorist.

It would provide a lovely running route on even terrain.

Would use it ourely for leisure/exercise purposes. Particularly in Summer

I work in St Andrews as a property manager and a lot of our properties are in Crail

I have a holiday home in Crail but often cycle around local roads. A link to St Andrews would be most welcome as an alternative way of getting to St Andrews and as a leisure route.

I would be a visitor who would use it occasionally to visit St Andrews and the East neuk !!

I would not use the full route from Crail to St Andrews but would certainly go to Cambo or Kingsbarns as a regular means of gaining exercise.

Bicycles are cleaner for the environment and brings the community together on a trail!

I do not live in Crail but work close by - travelling in from anstruther so unlikely to use this route for commuting. However I do cycle in the local area for leisure and would very much welcome a traffic free route into St. Andrews.

We are always looking for new areas for exercise and leisure. Good idea from a safety point of view.

This would be wonderful for families. We have a caravan in St Andrews and would use it a lot with our children. Please do it!

Cycling on a cycle path as opposed to the main road to get to Kingsbarns and Crail would be wonderful.

Do not use at moment, would use path for family cycles.

I don't currently travel this route, but if there were a dedicated path I would for leisure purposes

This used to be my commute to work at St Andrews University which I cycled regularly in the summer months. Now it's just for pleasure and exercise.

Very fast road but with tricky sections and not ideal for cyclists or pedestrians

I also travel weekly to Anstruther and my kids go to Waid academy from Crail - could we go the whole hog and continue round to Anstruther please?!

I would only use from March until October as I am not a permanent resident. I am a caravan owner in Crail.

Being under retirement age public transport is very expensive. Taxi fares are unbelievable and I wouldn't pay £30 each way. I love exercising and especially golf and cycling. The roads around Crail are narrow and with traffic quite dangerous for cycling. A cycle paths akin to the one between St Andrews and Guardbridge would be brilliant.

Usually passing through St Andrews, but not every week. A pedestrian route would be used for leisure only. Good for tourists.

Even if I did not use it myself, I would strongly support it as the road is not great for overtaking cyclists (many bends and fast drivers) and it is very dangerous for the cyclists. Further, I have come across many cyclists out in the dark/fog with inadequate lighting and it is too dangerous for them to be on the road.

I would use such a path for leisure mainly, but also when I do not have lots to carry, so would use it in addition to the three times per week I already visit St Andrews

Much safer and will get kid cycling

I live in Kingsbarns. If there was a cyclepath from Crail to St Andrews, I would aim get to my Crail runs (for the weekend paper and some shopping) on the bike. And I would hope to cycle to work in St Andrews as often as possible (sometimes I have to carry too much stuff). I used to cycle everywhere and very much miss it on the dangerous roads around here.

I moved to Crail 3 years ago and due to traffic conditions, (high speeds and narrow roads), I have rarely used my bicycle. Having previously lived in Germany and enjoyed the nationwide cycle path network there this has been very disappointing. I would be delighted if the route goes ahead and would use it regularly. I have often been asked about safe cycle routes in the area by visitors to Crail and can only lament the complete lack of them.

8.8 Appendix: Any comments on the nature of the a cycle path; Individuals Consultation

Verbatim comments (personal data redacted) in order of date of submission:

Always nicer when separate from road

Cycle lane painted on a road worse than useless. Only reall safe option for children is total separation, which is the ideal for all.

Paths painted on a road are rarely properly understood by motorists and cyclists alike.

"For leisure cyclists, the quality of the path is less important, however if you want to attract serious cyclists and commuters off the road, the path needs to of at least equal quality.

The path from guard bridge to St Andrews is an example of where poor maintenance has negatively affected the path and it is now very unpleasant to ride along on a road bike, therefore serious cyclists are forced back onto the road"

"Cycle paths" painted on rural roads are dangerous unless they are wider than any I have ever seen. They encourage motorists to drive right up to the dividing line instead of judging when and where it is safe to overtake a cyclist.

only cycle paths away from the road are safe for children i believe

Cycle paths painted onto existing narrow roads are just dangerous. They encourage drivers to overtake regardless of oncoming traffic and reinforce the (wrong) view that cyclists should ride in the gutter.

A dotted line down the side of a road offers no protection for cyclists. A dedicated cycle path is much safer.

Lovely to be able to get about in peace, away from noise and intimidation.

don't mind what condition the path is in as long as it is not a road - would prefer it not to be gravel or tarmac. would like a rural track that does not run in a straight line as this is very boring and soul destroying to use.

A really excellent idea that I hope receives a lot of support.

For a cycle path to be effective for anything other than very leisurely cycling (think families with small children etc) it has to be: wide, well maintained, gritted in winter, free of gates and chicanes, and free of pedestrians and dogs at the very least.

It is too dangerous to use cycle paths close too the road plus there's the issue of inhalation traffic fumes
ty

Prefer quiet routes where my young son can accompany me safely. From past experience pram/buggy suitable is desirable. Used to walk guardbridge to St Andrews regularly with a pram.

"- It would be great if the old railway line's alignment would be used for this. It has the potential for safe, grade-separated crossings and the route would be free of traffic noise and pollution.

Personally I am quite concerned that the cycle path will turn out like the path from St Andrews to Dundee: parts of the path would be really great, but at the ends there is next to infrastructure. A cycle path is as good as its weakest link ;). Another point of concern would be whether the the path has priority over sidel/access roads or driveways and whether the path will have a proper separation from the main carriageways. Cars drive fast on the A917 and in an ideal situation, the path would be situated at a distance of at least 5 meters of it!"

All cycle routes on roads in Fife mean you encounter fast and/or dangerous drivers. Having been in a head on collision in a car on such roads, I absolutely hate cycling on road.

Lines painted at the sides of the roads are very hazardous because that's where all the drains are, so you have to edge out into the main carriageway to avoid hitting sunken drains.

Cycle paths are great for families.

Lanes painted on the side of the road are a waste of money as they do not increase the clearance that motorists give to cyclists as the ideal road position for cycling is almost always at the traffic side edge of the bike lane. A pavement next to the road is better but might still put cyclists dangerously close to traffic as they are often narrow so passing oncoming cyclist is somewhat precarious. A totally segregated path is the best option.

Painted lanes are no good.

If you do go to the trouble of making this path it has to be maintained to a high standard. Kept even, free from debris and ice and snow and wide enough for bikes to safely pass pedestrians.

Proper cycle paths have to be separate from roads if possible. Modern drivers pay little attention to signage or painted cycle lanes. Cycling on main roads is downright dangerous.

should be continued as far as possible would encourage tourism as well as safety for locals

Cycle pats need to be rigt off te raod to make them truly viable ie usable by familis, kids, scared cyclists..this also makes drivers less nervous as it is pretty scarey to drive up a road worried that tere may be almost invisible cylists ahead

A cycle path needs to be direct between places not some all round the country ramble. It must be planned as a part of a greater network and be of the highest standard. We are so late to the building of routes we must use the highest current standards to have any chance of reaching European standards.

All cycle routes I am aware of in Fife are on roads appear from one small stretch from Guardbridge to St Andrews. This is very unlikely to encourage the use of bikes instead of cars!

Would never use unless separated from road

When the path can follow a previous railway line, it makes for relatively easy cycling (gentle grades) and an interesting historical and scenic route). I have used a number of paths converted from former railway lines, and with good paving, I have used them for daily commutes and seen the same from others.

the cycle path should also be multi use to encourage pedestrians as well as occurs in the St Andrews to Guardbridge route.

Any cycle path needs to be a separate dedicated carriageway suitable for speeds in excess of 30kmh Smooth surface allows use by all types of bikes, due to distance road bikes would be a high user hence smooth surface. away from main road provides best safety

While in principle I like using off-road cycle paths, I don't like them if they are much longer, or steeper, than the road. Nor if they are really only suitable for mountain bikes, which suggests only useful for leisure rides, rather than getting from A to B quickly, e.g. commuting. Winter maintenance is also vital - a frozen cycle path is unusable.

"must be as fast as the road route (or better). A meandering 'scenic' route is of no use to me.

surface must be at least as good as the main road, and actively maintained, particularly in poor weather

a cycle route, like cycling on the main road, must have priority over side roads, tracks etc, in order to be useful and safe"

Smooth

Please don't plant too many trees beside the path, as the roots come through the cycle path, making it difficult to ride.

Must be wide lane for walkers and cyclists no rubbery tacky residue in surface as that's very dangerous on wet and cold days

Any route which links towns and keeps cyclists from the harms way of traffic is a great idea .

A good surface avoiding pot holes and mud to allow and uncourage all levels and abilities and purpose of cyclists and comuters

The further away from roads the better

Great for commuters but also a fantastic bonus for local people of all ages who enjoy cycling. A Tarmac surface is best for me,.

A roughshod surface is by no means a huge issue.... I also don't mind sharing with pedestrians or horse riders. But a separate space away from cars is essential.... Don't wish to be on a pavement right next to them and wouldn't use that...wind turbulence from lorry and vans would still effect you along with exhaust pollution.

tarmac surface preferred

obviously the more scenic, away from cars with few potholes would be ideal

Away from roads are best

I ride a unique racing bike, so this would be fantastic!

Away from the road is best as we have small children

Peaceful and enjoyable, fresh air and peace from busy roads

A path with hedges between it and the road is preferable.

A safe path away from traffic is essential. The current rural roads in Fife are so dangerous for cyclists. To get our kids keen on cycling as the norm we have to provide them with safe cycle routes.

Clear lines for pedestrian and cycle users.

Most Fife bike routes seem to be just signs and then hope for the best. I rarely cycle beyond the local shops in Fife, whereas in Glasgow I was totally car free because the cycle network exists

Always a good idea, safer for encouraging kids to get out and exercise

Best thing about cycling

If you to encourage serious road bike users the surface needs to be good - if it's hybrid Halfords Sunday cyclist not very good paths are ok

Wildlife.

We have very few where we are in Leven but when I'm out in Spain training the cycle paths are awesome. Cycle paths are becoming more and more important in attracting tourism.

tarred path would be great

Cycle lanes that take road space cause drivers to think that cyclists are (legally) required to use the lanes provided. This is not the case and this misconception brings cyclist into to conflict with drivers. In addition drivers, in the absence of a solid white line, consider road shared cycle land as off road parking, making the cycle lane useless. Survey Hepburn Gardens to the Strathkinness Low Rd in St Andrews on any working day for a fine example of how not to install a cycle lane.

Just some kind of physical deterrent for motorists from veering into the path. A curb separating the two usages?

For me it is mostly a safety issue. Also as a separate route it adds peacefulness and helps to enjoy the nature.

Separation between cars and cyclists is the best. I still see so many drivers hop into cycle lanes when they're just painted on the road, almost assuming there will be no-one there.

It is best if the cycle path can avoid trees as the roots can uproot the tarmac and make for a bumpy ride. A cycle path painted on the road is not very safe in my experience. Cars often still travel at speed and close to cyclists offering little protection.

For children the separate route is ideal.

Prefer cycle paths that follow old railway lines - would be great if the path of the old railway line from Crail to St Andrews could be used.

if it is near a road it is useful so you can be rescued but otherwise separate quiet and scenic is nice

Cycle path should be separate from the road.

Should not be exclusively for serious cyclists. Families, walkers etc should be welcomed and encouraged. Cyclists/walkers should show mutual respect and consideration. Not always the case, as I have experienced on other similar routes.

Away from heavy traffic. On Sundays the road between St Andrews and Crail can be extremely busy especially when there is a car event on at the airfield. The speed and noise from the traffic then can be quite intimidating.

Direct route - 10 miles St Andrews to Crail - you can do it on more minor roads but adds 5 miles so not feasible for a work commute

If it stops cyclists creating queues of traffic then it is a bonus.

Significantly reduces stress to be able to cycle away from the noise, danger and fumes of other motorised vehicles. Such a path would really encourage use.

The current road is neither conducive to cycling or walking given the speed of motorised traffic. The number of potholes particularly at the edges make cycling dangerous. A cycle path not only offers a safe route but may also increase economic opportunity along the length.

A cycle path on a pavement or away from the road would encourage use by families as it would be much safer for children than a path just painted on the main road.

"I hardly cycle at all around Crail as there are not enough dedicated cycle paths and it's too dangerous on the road so having this long cycle path all the way to St Andrews would be excellent.

I would also use it for walking as well."

Don't tend to use cycle paths, often poorly maintained and unsuitable for my type of bike (road bike/skinny tyres), but have no problem with them for those that want them. Only concern is creation of cycle path leads some motorists to believe they should be compulsory for all cyclists, often wish they could be accompanied with signage to the contrary.

Cycle paths on the side of road are generally where all the potholes and debris are and not always the best surface.

The path should have a good surface so road bikes can use it. The path from Guardbridge to St Andrews I'd ideal

Scenically attractive, hilly and peaceful routes, which are accessible by both road and mountain bike, are preferred.

A painted path is only as good as A) the road is wide and B) that motorists are aware and drive cautiously. Neither is guaranteed on this route I fear.

The roads in and out of Crail are not suitable for cyclists or pedestrians, it puts me off cycling or walking. A dedicated car free route would be great and I think a lot of people would use it

Must be tarmaced and separated with a physical barrier from road, preferably well away from road Needs to be fit for purpose is enough room for cyclists of all speeds and wide enough to have walkers/dogs

The quality of the surface is less important than safety and being safe from cars. In the approach to St Andrews from Brownhills to the town centre there should be more space and priority given to cyclists. prefer to see a natural cycle path with little tarmac. very important not to spoil the natural environment.

I don't think painting cycle paths on existing rural roads has any benefit for safety or pleasure of use and would therefore be a waste of money - I would much rather any resources used to upgrade away from road dedicated cycle paths. Especially for particularly dangerous sections or sections where cyclists are travelling very slowly e.g. Up hills, such as the initial hill out of St. Andrews

"If it is for commuting and general cycling a smooth surface is required to take a road bike.

A rougher surface would only do for a mountain style bike and therefore limit the amount of cyclists using it."

Hope it is also available for horses!

Being away from a road is better for cycling with children and/or dogs

Especially with children, cycle paths away from the road is the only safe way for all to enjoy. As exercise I also enjoy inline skating and there are no paths in Fife to enable me to do this as they need to have a good surface.

Suitable for pedestrians as well as cyclists

Minimum undulations would be helpful. Unsure it is a true cycle path and not one that incorporates joins to the main road network.

No point in breathing in car and lorry fumes if you are attempting to get some fresh air in your lungs! Something which is completely safe for families would be wonderful.

Cycle paths away from roads are lovely but I have never used one in the dark.

Given the nature of the road - different undulations, tight bends and fast traffic - I would strongly support a distinct cycle path separate from the road. I think this would be much more appealing to all users and more likely to attract families to use it, especially as it's a long distance between the 2 proposed points

Only use paths away from road that are suitable for children to use safely

I think that the cycle routes on rural roads in Fife are really dangerous, because the roads are too narrow to accommodate cyclists and motor vehicle users don't give cyclist enough space

"Great in principle but definitely not worth the money it would cost.

Easy to find quiet roads in the area."

A path like that between St Andrews and Guardbridge would be ideal.

My preference would be for a hard surface suitable for road bike, but would certainly use rough surface though probably less often.

smooth enough to use a road bike rather than a mountain bike

The route of the old railway line from Crail to St Andrews would have made an excellent cycle path. However this seems to have been mostly reinstated to agricultural land.

Strongly prefer away from road on separate route. Also, this would be most attractive to tourists and visitors to Fife who are such a big part of our economy

I would only like a cycle path on a pavement if the pavement was very wide with ample space for pedestrians and cyclists.

As long as it is safe and used specifically for cycling then I don't mind. I wouldn't like one that narrowed the road as it is, it would be better to have additional width.

Should have demarcation from pedestrians. I note that your questions are only from the cyclists point of view - what about vision or hearing impaired and dog walkers?

There are great benefits to a cycle path - but to be used is MUST be of good quality and minimise climb and fall- ELSE folk like me would continue to use the faster road

Safety is my primary concern especially with young children being encouraged to use the path, so a separate Cycle Path is a must for me,

fantastic idea as more and more people are already cycling and many more will if they can do it safely - especially children

Must be good surface for a road bike

Please put it separate to the road. It really makes all the difference.

Safely away from the road, wide enough for two bikes (to meet or overtake), and without potholes and other bumps that jolt the back.

8.9 Appendix: Anything else you want to tell us in this context

Verbatim comments (personal data redacted) in order of date of submission:

Please consider a cycle path from Cupar to guardbridge

As an ironman copetitor I use this stretch of road a lot. Tarmac is a must for use. An example is the St. Andrews to guardbridge.

I'd be interested in providing professional support to this project if it was required. In the form of Feasibility, design or construction of the path. Please contact me if this would be of interest.

"Fife and Scotland needs proper segregated cycle infrastructure to reduce the risks of cycling.

We are a nation of obese and unhealthy people: anything we can do to encourage exercise and healthy lifestyle will reap massive benefits in terms of how many people suffer from ill health."

Would be ideal if it was a multi use path for cyclists, horse riders and pedestrians to avoid having to walk on busy roads.

Having grown up in The Netherlands and having some experience with infrastructural planning I can honestly say: A lot of potential cyclists aren't crying out for more cycle paths, but once you build those they will use the paths as well. Please don't just rely on existing 'demand'.

A dedicated cycle route would be good for business eg cafes, be& bs. It would also be good for people's health.

Fife is beautiful and I would spend more time cycling round it if able to keep away from fast moving traffic on minor roads.

please involve your local bike club(s)

"I genuinely feel that cycle paths are a backwards step. Consider the one from St Andrews to Guardbridge. Some of it is on a badly maintained pavement beside a busy road. The rest, while segregated, has been allowed to fall into disrepair (cycle it someday on a road bike - you'll see what I mean) and someone put a slit in the entire path and then filled it with the slipperiest material known to bikes! I and some of my fellow cyclists have nearly come to grief on this.

Add to that the fact that it is not gritted, the Links vehicles use it as a short cut and dog walkers use it without proper control of their dogs, and it is easy to argue that it is a waste of space as a proper commuting cycle highway."

Really keen to have more off road routes in St Andrews, for example in the Lade Braes.

- Yes: wouldn't it be better to first allocate funds to create cycling infrastructure within St Andrews, or to improve the cycle path to Dundee?

I attempted to cycle the route from Kingsbarns to Crail that is advertised on a website. It meant walking on a narrow rough path by a ditch across several fields with no markings. When I finally achieved what I thought was the path, there were endless gates that had been recently built across it. Some of this path I had cycled before - these locked gates had been built since. A Crail to St Andrews cycle path is badly needed and North East Fife is very poorly served by the cycle network relative to other areas of Fife

Horse rider travel to access safe off road route please don't forget other vulnerable road users

More cycle paths throughout the east neuk would be of benefit.

Cycle paths are a great idea, but if done badly, or not maintained they actually do more harm than good for certain cyclists. As a regular St. Andrews-Dundee cycle commuter I often get taunted by drivers for not using cycle paths when in fact they are not usable (ice/uneven/pedestrians). I've even had people drive so close as to almost knock me off while they shout 'cycle path' at me.

Safe walking and cycle routes are surely a must in this day and age. Most modern roads are for motor transport - and rightly so, we nearly all depend on our cars/vans etc and it is not feasible to have high levels of mixed use on these roads. Off road routes need not be super flat Tarmac costing vast sums, many good cycle routes are former railway lines etc.

a path or cycle route is badly needed between anstruther and Crail as well as there are farm workers walk on the road into Crail and people cycle between the two villages

i have written to the Council over the years on this issue-it wd be great if this were at last attended to! With climate-change goals to meet, or if we dont "we" perish, it's imperative to make cycling-and walking-a viable option. Also ,trains need upgraded to accomodate more bikes, or it ca make a nonsense of the ebikeltrain options.

I love cycling and would like to cycle in the area of this cycle path but currently don't cos the roads are too dangerous to cycle on.

I would be happy to try and make friends, colleagues and visitors aware of this proposal and try to get it more publicly known. I've been keen on the idea for years. Need to co-ordinate support through community councils as well as with Fife Councillors and MPs, MSPs etc

Pedestrians and moderate speed cycling don't mix

Currently in the Scotland youth triathlon team and regularly use this route for training, but have to use the main road and can get very busy with speeding cars with not much space awareness.

As a frequent user of the fife coastal path for cycling , the routes used are normally from Crail southwards , as the route at present to St Andrews is pretty much uncyclable , without depending on main roads which are always a risk to cyclists . The addition of such a route would open up the whole of the Fife coastal path to many cyclists , especially those cycling with children . I believe both towns on this link would benefit from a little extra visitors .

Cycle path from St Andrews to Leven would be great also.

This route will eventually link to the proposed cycle path through Kilrenny / Anstruther / Pittenweem

A cycle path Crail to Anstruther would be a great addition too!

Great idea

I am old but must keep cycling, but find roads are a nightmare!

Brilliant idea

would also be good if the existing pavement from Cupar to Guardbridge through Dairsie could be made dual use for cycles as well as pedestrians, with the missing section leading out of Cupar completed so children do not need to use the road / cross the main road part-way along.

"Great idea! Please do it!!

What about starting from Anstruther to St Andrews via Crail?"

Build it please

I run a lot of miles per week and occasionally cycle so always on the lookout for somewhere off road to run / cycle without the worry of traffic

Make it happen :)

Love the East Neuk. This would be very popular with visitors, even people who live relatively close by like Dundee.

It would be great if this path could also be linked along to Anstruther and all the coastal villages eventually.

daily cycle commuter riding 6000 miles per year.

Thank you so much for this survey, hopefully it will lead to results. Both St Andrews and the university advertise with green values, but unless cycling is supported more extensively I see it mostly as a PR stunt.

I think it's great that you're doing this :) I'd love to think that this will happen and future residents will be able to use this great resource!

The Camel trail to Padstow is an example of a similar length trail which is well used and a great tourist attraction. Also lots of potential for running events.

Cycle path like this could be a big boost to local economy- for example the camel way cycle path in Cornwall is hugely popular with tourists.

"so many cyclists now on the roads

we have to ensure they are safe and cycle paths is the answer"

no

At the moment the roads between Kingsbarns and St Andrews are in a very poor state with pot holes along the verges.

I have a holiday home in Sauchope, which is used by my sons and their families, particularly in the summer, they are all keen cyclists and such a path would be a bonus for them.

Cycle paths are great for pedestrians and cyclists, I would really appreciate a road surface which is suitable for a road bike and not just a mountain bike. Good luck

I think it is a wonderful idea

I think it would also be a great thing for Tourism also....bicycle rental etc.

I will spread the word - very good idea. How about Largo to Crail!

This type of project is far better than the painted cycling lanes. Those tend to offer cyclist the worst bit of the road with obstacles such as drains and generally have most of the loose dirt and gravel accumulated on them.

More cycle paths would encourage more leisure travel and tourism into the area with knock-on financial benefits.

We spend a lot of leisure time in the East Neuk area and the one thing that is missing for us is a safe off-road cycle route that we can take our 8 year-old daughter on so this development would be a great addition to a fantastic area with so many other leisure opportunities.

My husband has a XXXXXX business that we've just relocated to Hammer Inn by Crail. It opens late March but we'd really like to encourage people to walk from Crail to us or from us to Kingsbarns Distillery and Cambo but, having tried that ourselves recently, know that it's not presently a safe enough option to recommend. So I am happy to see this initiative and wish you luck!

Would be an excellent addition to the local area, especially if it linked via Kingsbarns / St Andrews bay hotel. Bringing villages closer together as access would then be possible without necessarily driving the dangerous road

Please install a cycle path between St Andrews and Crail before the appalling state of the road is responsible for the injury or death of a cyclist.

It's a brilliant idea and can only benefit the community and visitors as well. I'd like to offer my enthusiastic support.

I hope this has lots of support. Brilliant initiative.

It sounds a very expensive undertaking

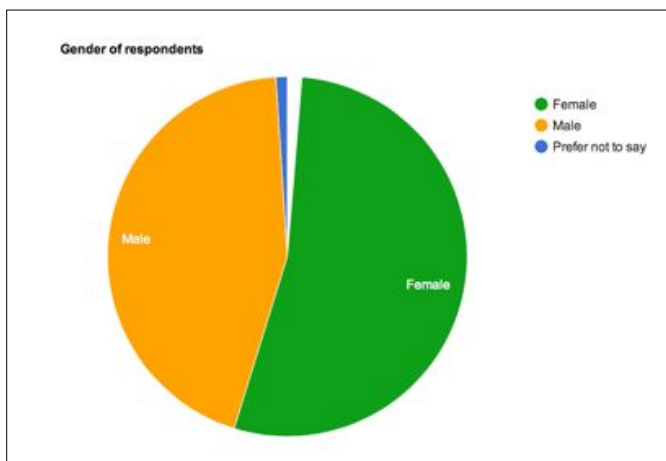
I'd like to see the path designed for multi-use activity with tourism in mind

Tie in with other work between Pittenweem and Kilrenny, and proposal to Crail

8.10 Appendix: Respondent profile tracking summary; Individual Consultation

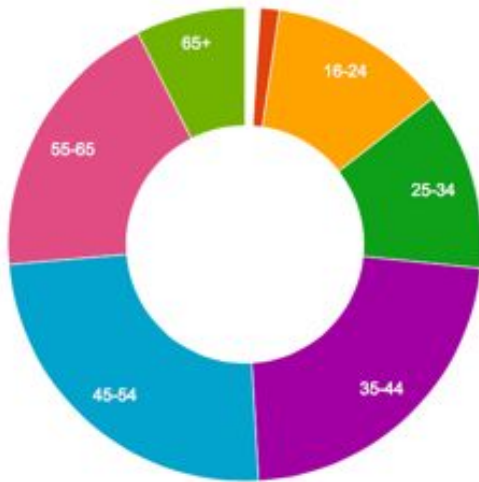
Various parameters were included in the consultation in order to track the profile of respondents. This enables the balance of respondents in terms of gender, age and location. In addition, various data analytics have been collected in order to determine how the web consultation was fulfilled by respondents.

Figure 13: Gender of respondents; Individual Consultation



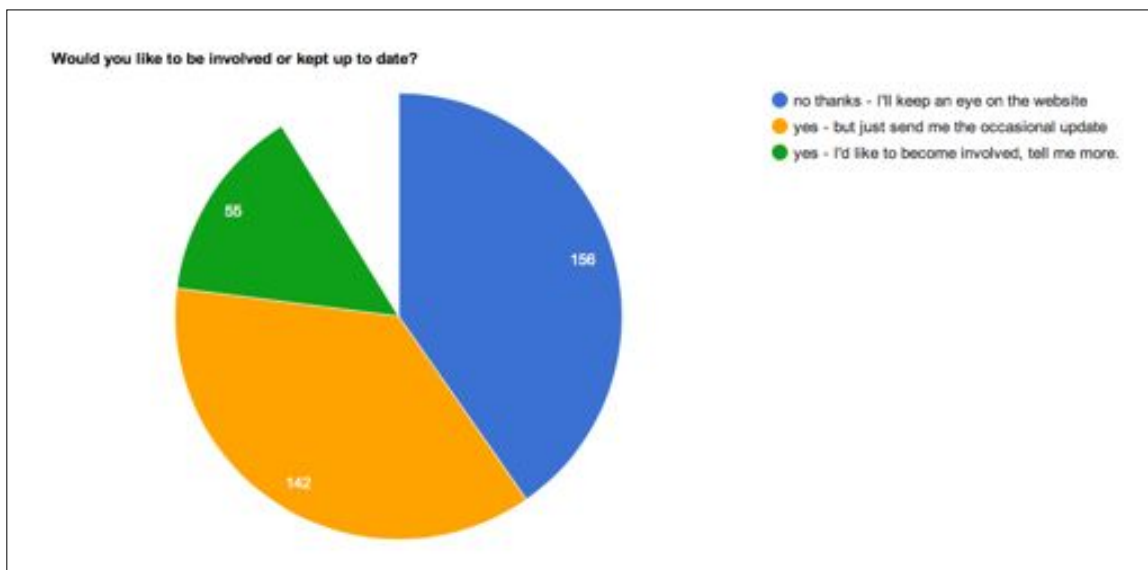
The pie chart shows that respondents were fairly balanced in terms of gender.

Figure 14: Age range of respondents; Individual Consultation



The pie chart shows that all age groups were well represented, though most respondents were between 35 and 65 years old.

Figure 15: Further involvement ?

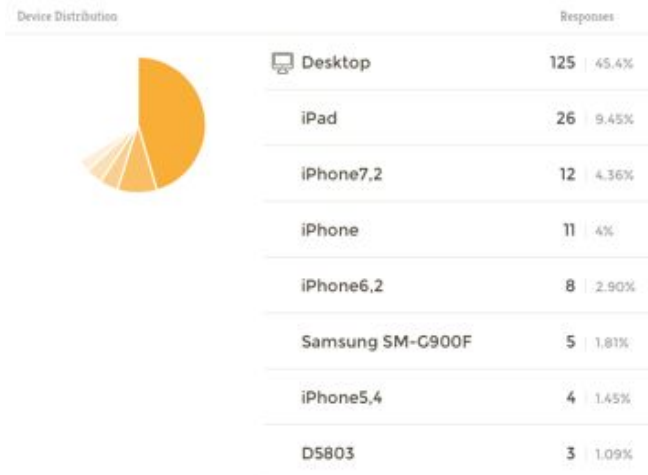


Note: vacant segment represents those respondents who did not answer this question

The pie chart shows that half of respondents want to be kept engaged with the project, and a minority (green) would like to be actively involved.

Webform analytics record how the form is accessed. This is useful for shaping future consultations. The data below is for respondents only, much larger numbers viewed the forms but did not respond. The response rate for this form was 22%

Table 5: Device distribution of respondents; Individual consultation



The figures for responses exclude the large numbers of responses where platform data was not determined.

The table shows that 45% responses were made from a desktop computer (PC & Mac etc). A large number of responses were made from iPhone and iPad.

Table 6: Device operating system for respondents; Individual consultation

Platform	Count	Percentage
iOS 9	74	26.9%
Windows 7	51	18.5%
Android 5	37	13.4%
Windows 10	29	10.5%
Mac OS X 10	25	9.09%
Android 4	13	4.72%
Windows 8.1	9	3.27%
iOS 8	9	3.27%

Again this data is only for respondents where it was possible to determine the OS.

The table shows iOS as the largest, followed by various Windows, then Android and finally Mac OSX

It also shows slightly more responses from mobile devices than by desktop.

Both tables confirm that mobile is the largest platform, but desktop is still very important. The webforms were built to be mobile responsive, and these data strongly vindicate that decision.

Table 7: Browser of respondents; Individual consultation

Browsers	Responses
Facebook	87 31.6%
Chrome	54 19.6%
Mobile Safari	39 14.1%
Firefox	30 10.9%
IE	26 9.45%
Chrome Mobile	12 4.36%
Safari	11 4%
Edge	9 3.27%

The table shows that Facebook was the browser used by just under a third of respondents. It underlines the importance though not dominance of that distribution channel.

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