

What you said report

Feeding back to the community about the online consultation in June 2022:
How about better walking, wheeling and bike paths in St Andrews

Whole Cycle Ltd on behalf of Transition St Andrews CIC
Report v27sep22

<https://theactiveway.org.uk/>
and follow the project on socials

Project funder



Why ask people about walking, wheeling and biking?

A brief background to the consultation

Many residents in our area recognise that there are barriers to walking, getting about on a bike, and wheeling (for example with a baby buggy or wheelchair).

This situation resulted in a community-led project to improve the situation.

The consultation is part of the project to develop better paths and routes in St Andrews, so people can have safe and direct journeys on foot or bike to work, to schools, to the station and to the shops.

The consultation was initiated by Transition St Andrews CIC in collaboration with other community organisations.

This development work was funded by Scottish Government, Places

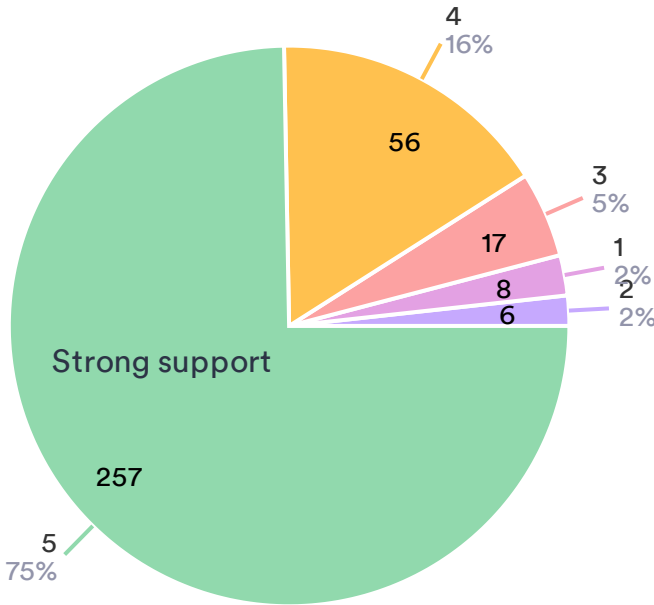
For Everyone, which provides advice, support and funding for the creation of infrastructure for safe, attractive and healthier places by increasing the number of trips made by walking, cycling and wheeling. www.Showcase-Sustrans.org.uk



How about better walking, wheeling and bike paths in St Andrews

How much would you support new and better paths for walking, wheeling and cycling?

344 Responses



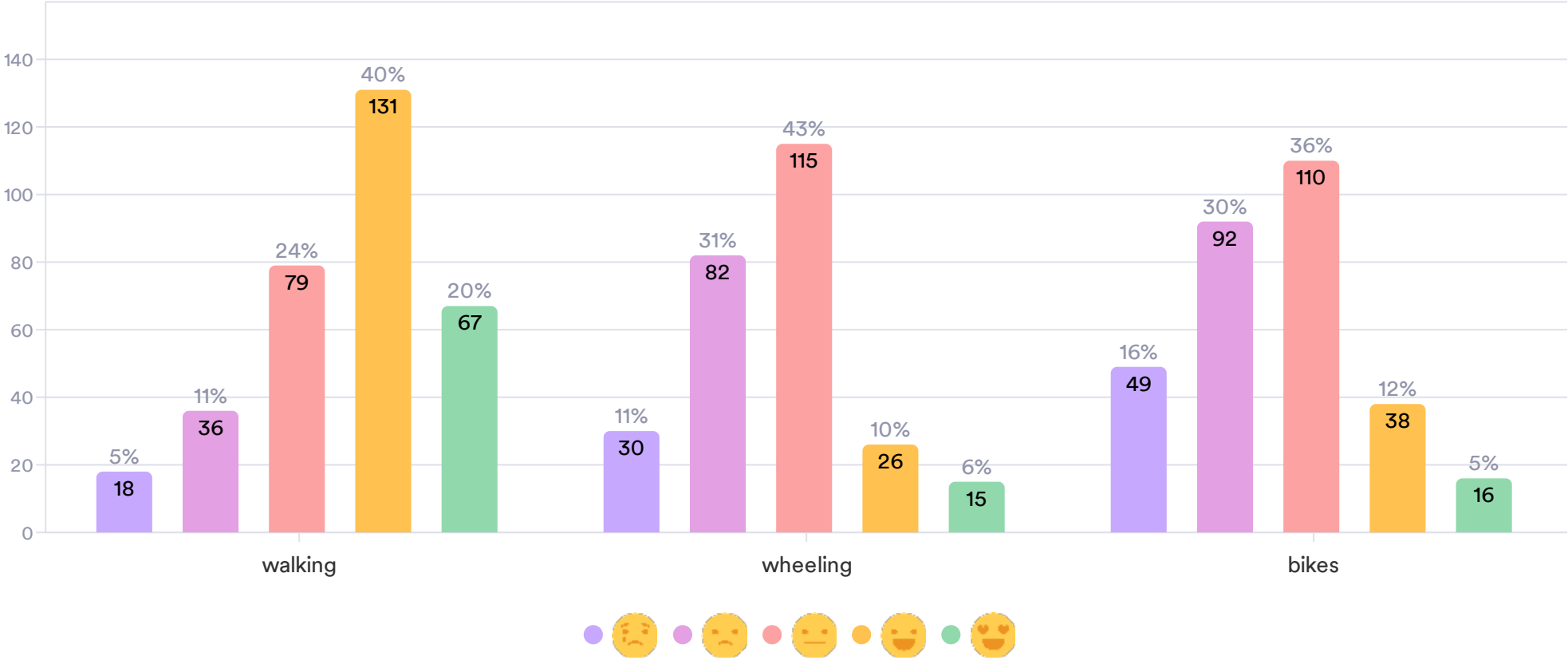
The pie chart shows that the overwhelming majority of respondents strongly support the project. Combined 'some support' (4) and 'strongly support' (5) represent 91% of respondents. This is a great response showing a huge amount of support for the project.

Throughout this report, the response scale is that 1 represents least support or least good outcome, and 5 represents most support or best outcome.

How about better walking, wheeling and bike paths in St Andrews

How do you find the current provision of paths and routes in St Andrews for:

338 Responses- 6 Empty

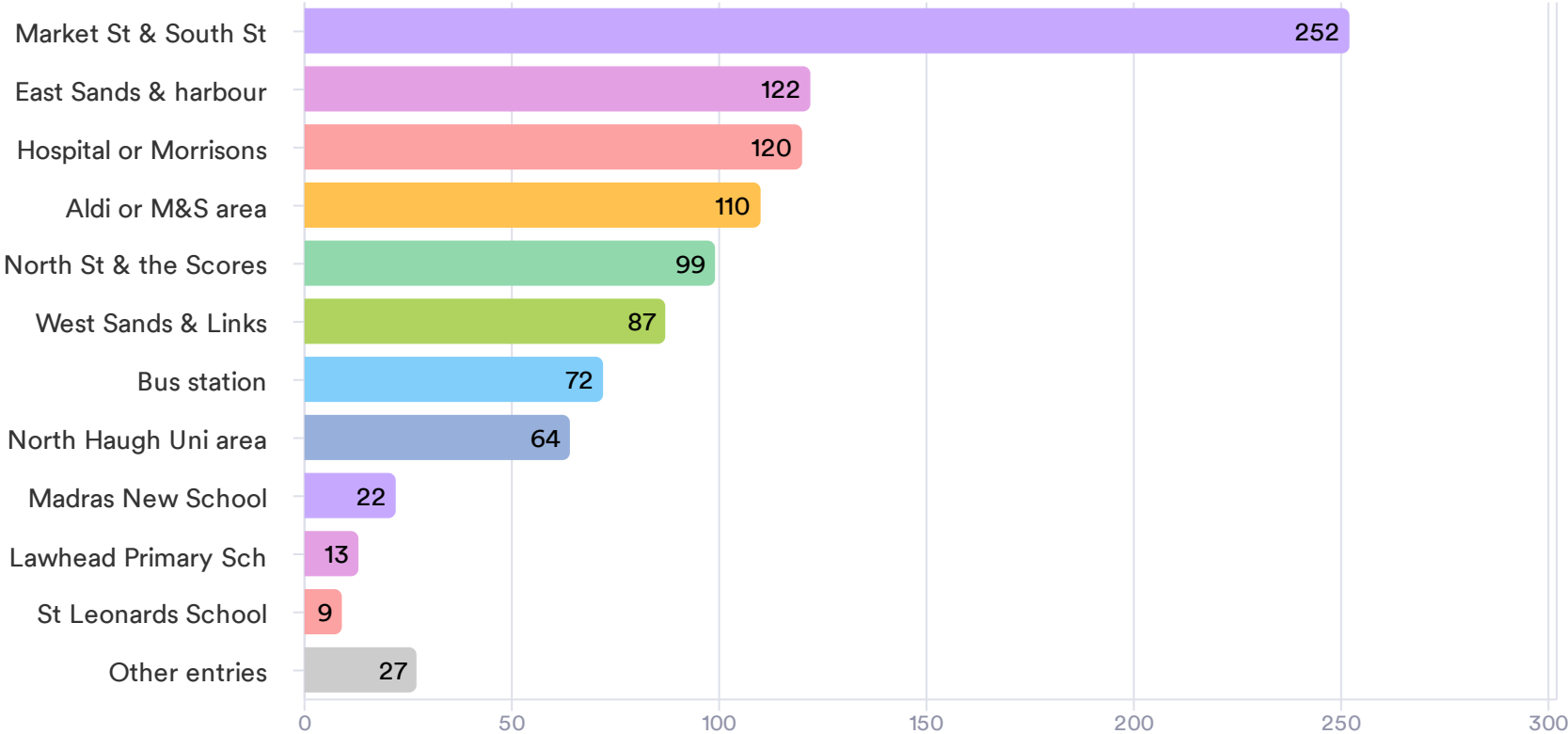


The charts show how people find current provision for different modes of active travel. For walking (on the left) most people find that provisions is satisfactory with 60% of people happy or very happy. With wheeling ie. buggies, scooters, wheelchairs (middle) only 16% of respondents are happy. 42% of respondents are unhappy or very unhappy. Finally bikes (right) again most people are not satisfied. 46% of respondents are happy or unhappy. This shows that there is a significant desire for improvements to wheeling and cycling infrastructure in St Andrews.

How about better walking, wheeling and bike paths in St Andrews

What are your 3 most important local DESTINATIONS in St Andrews

997 Responses- 1 Empty

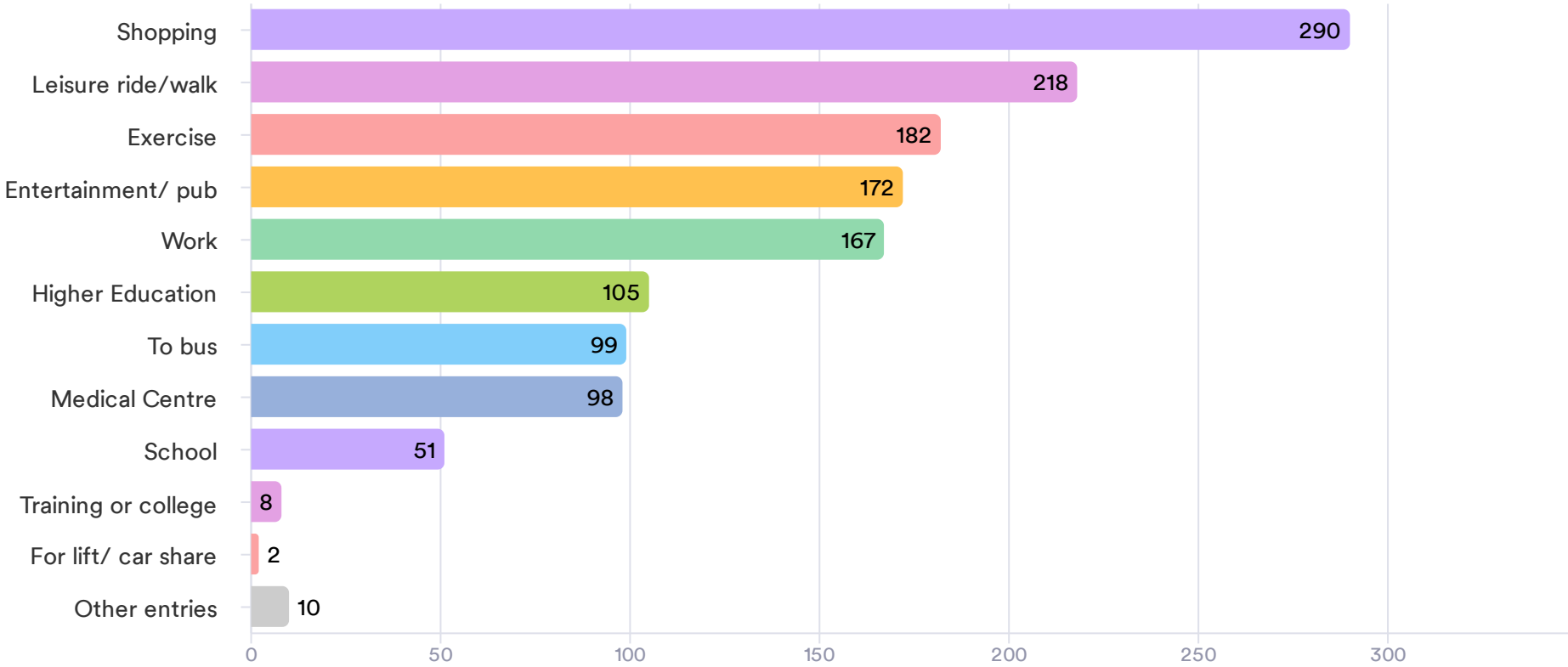


The chart shows that Market St & South St are the most important destinations in St Andrews, by some margin. 252 out of a total of 340 respondents stated that was the case. East Sands & harbour, Hospital & Morrisons, Aldi & M&S area all had more than 100 respondents stating they were one of their 3 most important local destinations.

How about better walking, wheeling and bike paths in St Andrews

What are your REASONS for local journeys in St Andrews (tick ALL that apply)

1402 Responses



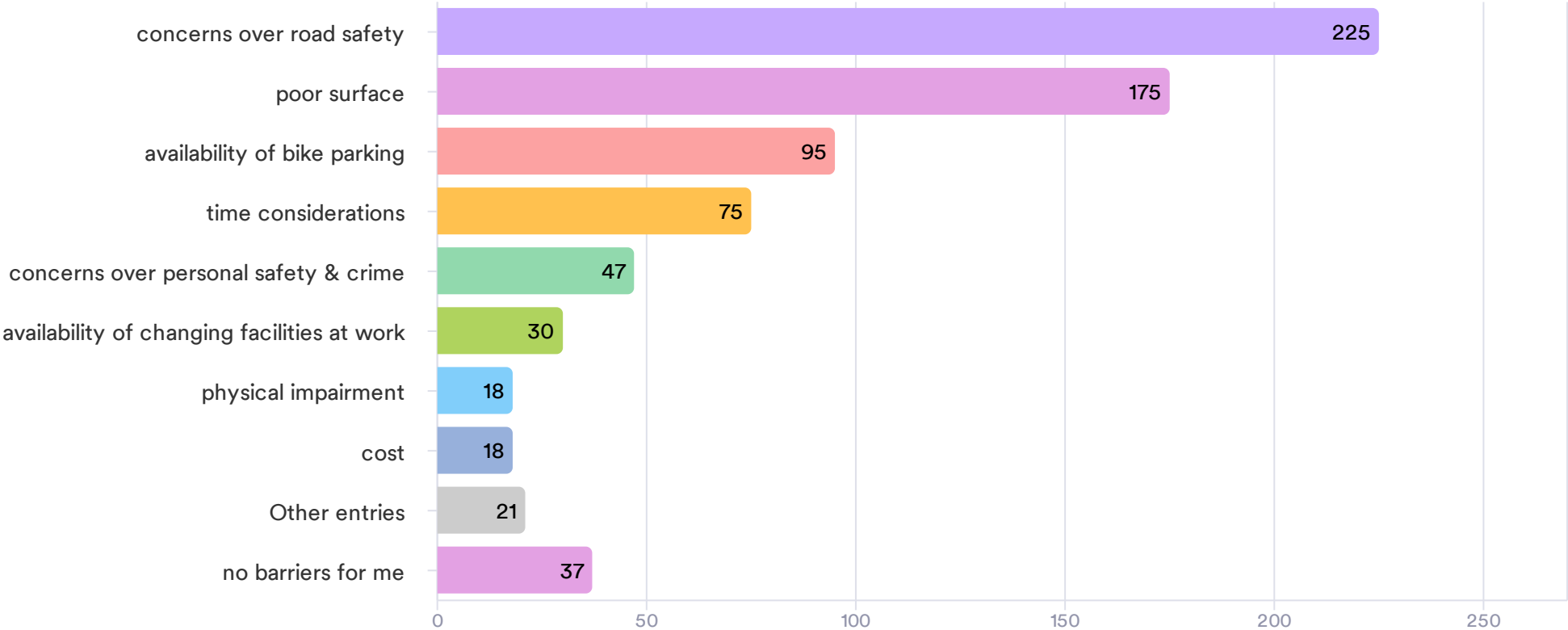
On this chart we are reporting on REASONS rather than destination. Shopping is the most important reason, followed by Leisure, and Exercise. Local journeys to Work are a significant reason for around half of respondents.



How about better walking, wheeling and bike paths in St Andrews

What are the barriers to cycling, wheeling and walking in St Andrews for you?

741 Responses

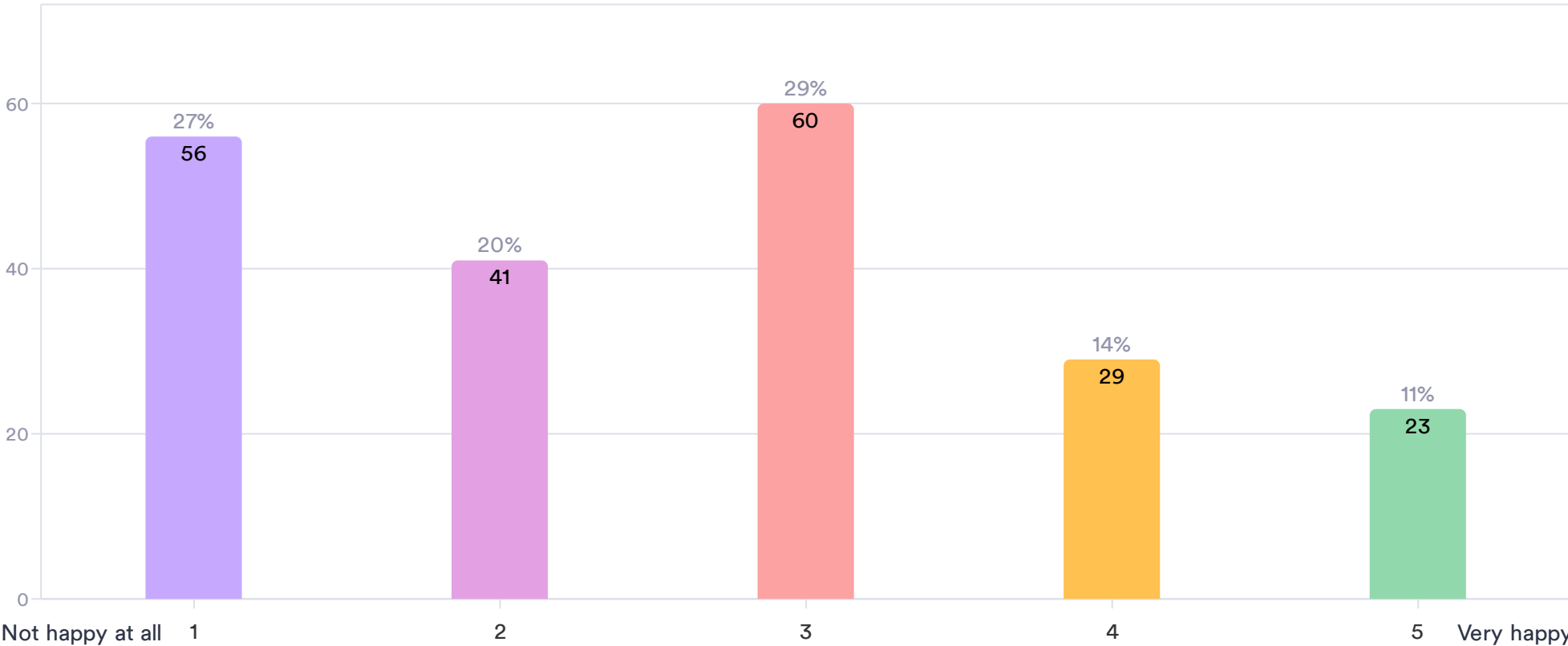


The key issues that are highlighted by respondents are Concerns over road safety, followed by Poor surface. Availability of bike parking and Time consideration were also significant issues. Concerns over personal safety were a concern for approximately 15% of respondents. A small minority reported that there were no barriers for them.

How about better walking, wheeling and bike paths in St Andrews

If you have children, how happy would you currently be to allow your children to cycle or walk to school independently?

209 Responses- 135 Empty

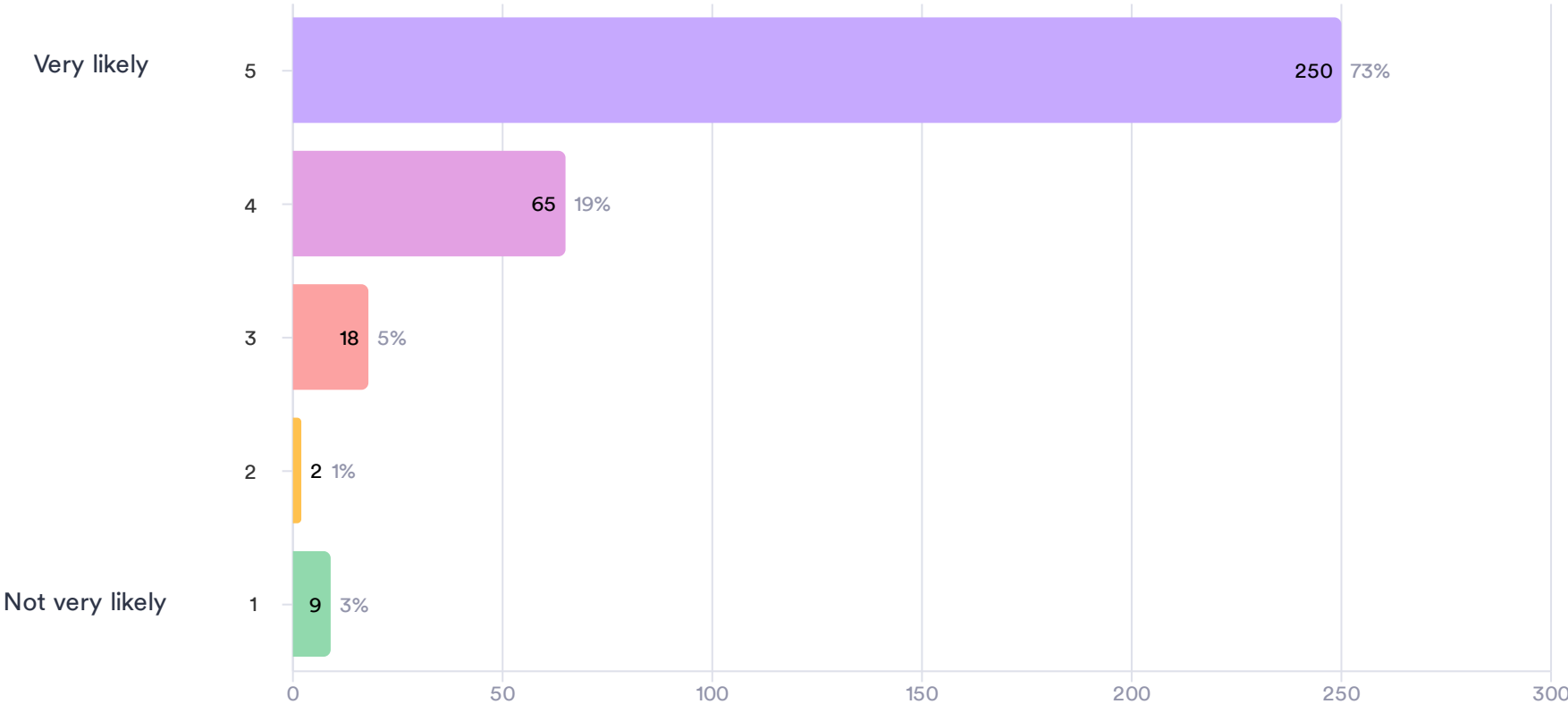


The response scale is that 1 represents least support or least good outcome, and 5 represents most support or best outcome. Only 25% of respondents said they were happy or very happy for their children to walk or cycle to school independently. 47% said they were unhappy or very unhappy. This shows that there is a significant barrier for children using independent active travel to get to school in St Andrews.

How about better walking, wheeling and bike paths in St Andrews

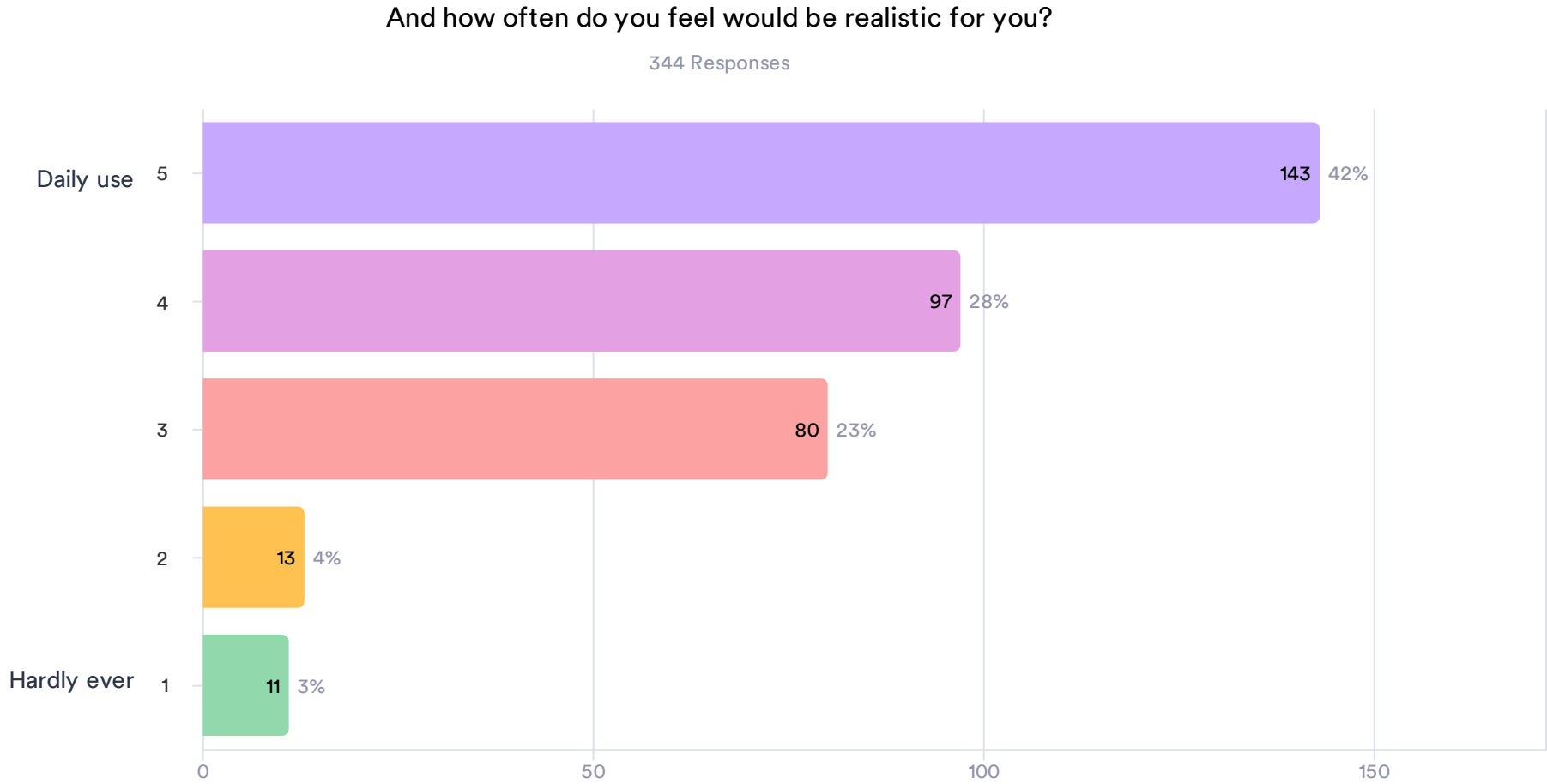
If there were good quality off-the-road paths, how likely would you be to use them ?

344 Responses



The response scale is that 1 represents least support or least good outcome, and 5 represents most support or best outcome. There was an overwhelming response to this question; if there were good quality off-the-road paths 92% of respondents said they would be likely or very likely to use them. Only 3% said they would very unlikely use them.

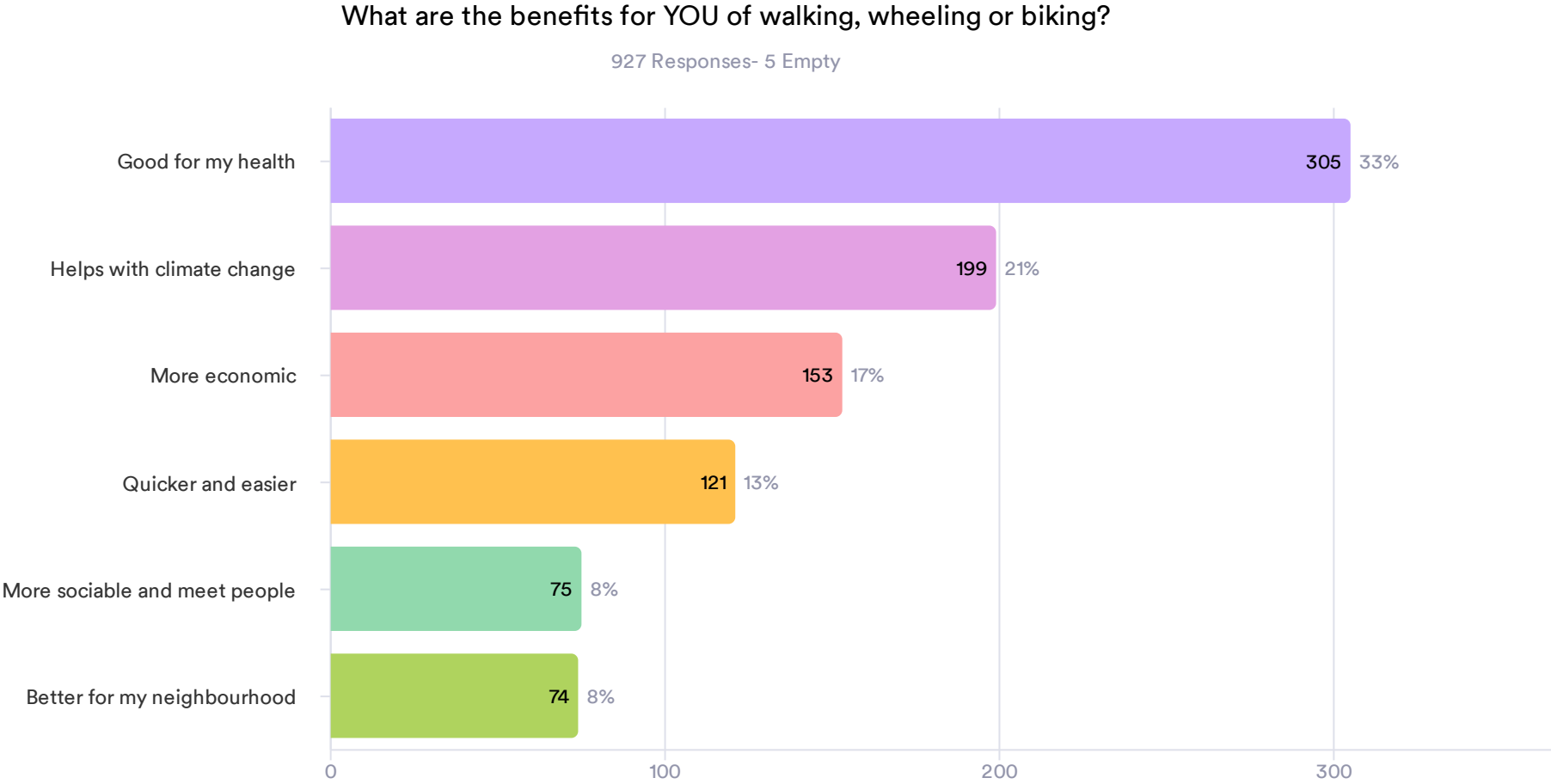
How about better walking, wheeling and bike paths in St Andrews



The response scale is that 1 represents least support or least good outcome, and 5 represents most support or best outcome. There was an overwhelming response to this question; if there were good quality off-the-road paths 60% of respondents said it would be realistic for them to use the paths on a daily or near daily basis. Again only 3% said they would hardly ever use them.



How about better walking, wheeling and bike paths in St Andrews



The chart shows that most respondents considered their health to be the main benefit for them, followed by Helps with climate change, and then More economic, and Quicker and easier.

How about better walking, wheeling and bike paths in St Andrews

Any comments on your travel:

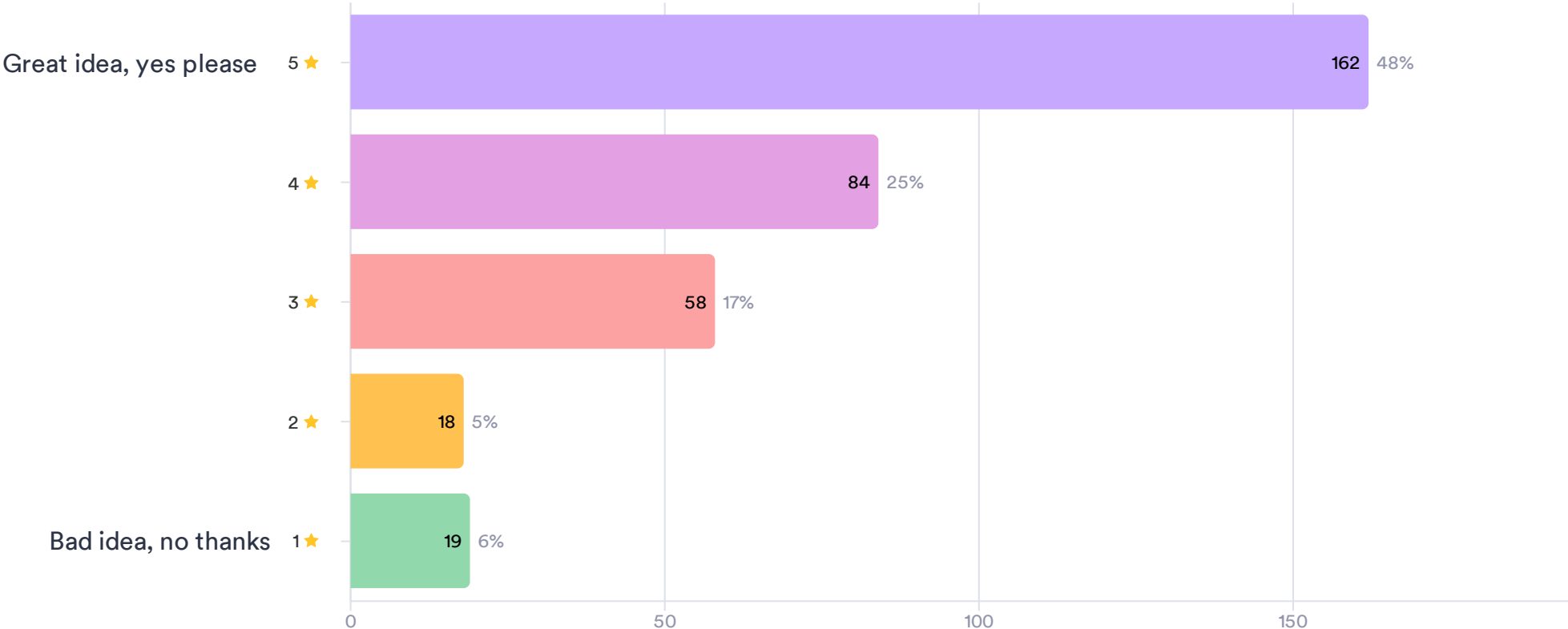
165 Responses- 179 Empty

Data	Responses
I would like to safely walk out of my village Strathkinness to St Andrews and to Magus Muir woods	2
I take the car only when I have to. I mostly walk around the town.	2
If you're going to have speed bumps 1. They have to be well designed for ALL cars 2 they have to be maintained	1
Not enough cycle paths, sharing the road with cars is very dangerous for the cyclists and car users. Not enough paths linking the local villages to St Andrews	1
Better route to school from east	1
Too many cars for a small town !	1
Not enough zebra crossings pethram bridge to north	1
Lang lands road very high speed	1
The bus takes ages because of The Open. Nice big car park. I think park and rides are brilliant. They should have	1

How about better walking, wheeling and bike paths in St Andrews

Do you think that 'low traffic neighbourhoods' would be good for residential areas in St Andrews?

341 Responses- 3 Empty



Low traffic neighbourhoods appear to be a popular idea; a whopping 73% of respondents are supportive or very supportive. Only 11% are unsupportive or very unsupportive. This demonstrates that there is a desire to reduce 'rat runs' in residential streets and also slow traffic with traffic calming measures.

How about better walking, wheeling and bike paths in St Andrews

Anything else you would like to say about travel in St Andrews?

111 Responses- 233 Empty

Data	Responses
Speed restrictions needs to be enforced.	2
There is a huge opportunity in StA for a excellent non- car transport system to be introduced but 1. It has to be well designed and 2. It has to be maintained. Playing at it by e.g. tinkering with surfaces won't result in a step changed approach.	1
Night bus to Dundee would be useful.	1
Could be safer for cyclists	1
Supports a wheelchair user who has to use road as paths-so poor	1
Within the town more must be done to eliminate pavement obstructions, i.e. inconsiderate cyclists and vehicle parking. Where the walkway is wide enough I see no objection to the expansion of pavement cafes. Your organisation needs to be bold and envisage a network of off-road walking/cycling routes to St. Andrews from, say, a ten-mile radius of the town. Acquisition of land may be problematic but if Fife Council has a good Access Officer much can be achieved. These routes don't necessarily have to run alongside existing roads but they must be properly constructed to deal with our Scottish weather, have a good 'wheel' surface and be broad enough to accommodate walkers and cyclists at the same time. Standards exist for such paths. While this may be 'teaching granny to suck eggs' you must get political support as well as working with the appropriate Local Authority employees. I wish you success with your endeavours and look forward to noting progress.	1
Why was Blebo Craigs not in the list of neighbouring villages/towns?? We all use St. A. as our main shopping place, for entertainment, etc.	1
Make the town a 20 mile zone town	1
I would like more lowered pavements for wheelchairs and the pavements are very bumpy in a wheelchair, especially	1

Conclusions

The consultation has shown a successful community engagement by gaining around 340 responses. A broad section of the population in terms of geography, age and gender responded, which means that we can be reasonably confident that the views are representative.

The following conclusions can be drawn from the responses given:

- There is overwhelming support (91%) for the creation of off -the-road paths for bikes and walking
- Most people are currently happy about walking provision, but most are unhappy of wheeling, and cycling provision
- The most important local destinations in St Andrews are Market St and South St
- The main reason for local journeys is shopping, followed by leisure and exercise Concerns over road safety, followed by poor surface, and availability of bike parking and personal safety are the main barriers.
- Most people with children are not happy (47%) with them cycling or walking to school currently. Only 25% are happy.
- If there were good quality o f the road path, 92% of respondents said they would use them. Of those 42% said they would use them on a daily basis.
- ‘Good for health’, followed by ‘climate change’ and ‘more economic’ were the main personal benefits that people identified as a result of walking, wheeling and biking.

Overall this consultation has shown that there is strong support for significant changes in path infrastructure provision in St Andrews.

Appendices

Appendix 1: Demographic and tracking data

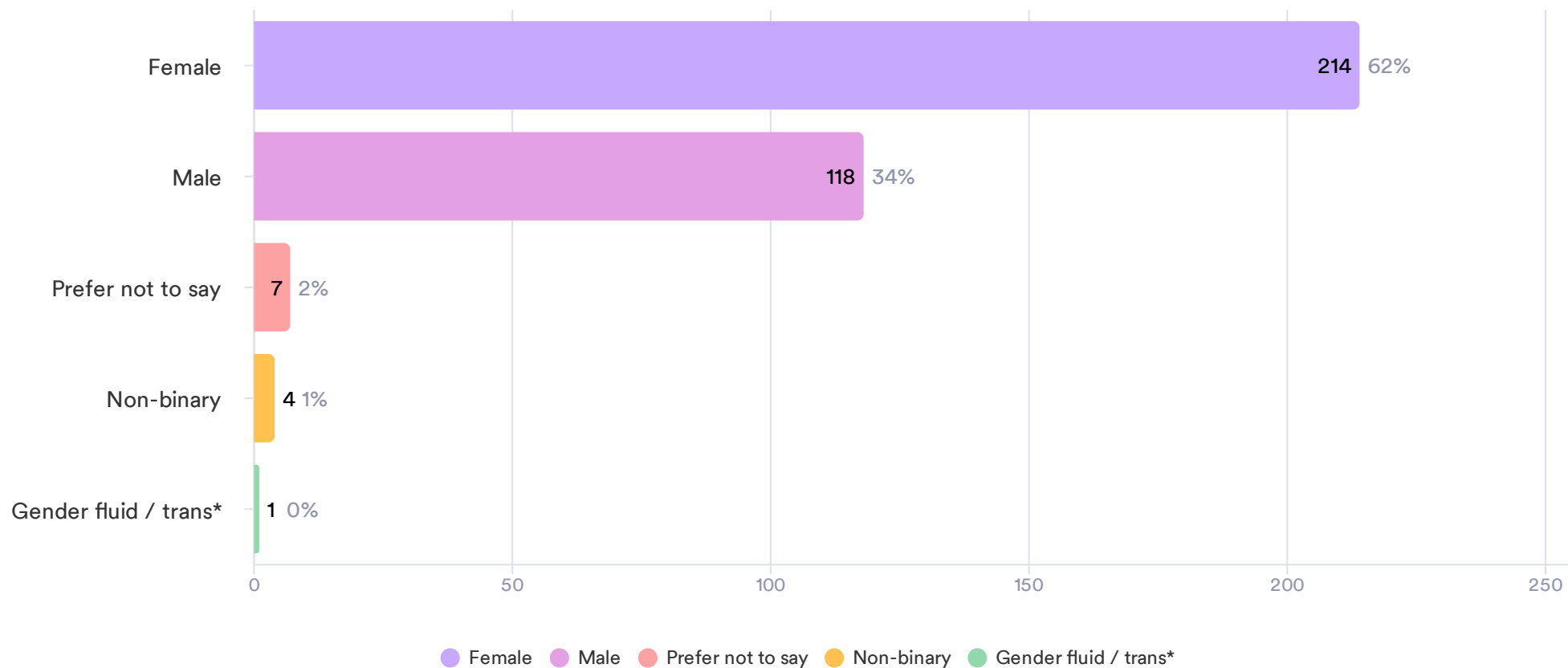
Appendix 2: Any comments on your travel; verbatim comments
[only in pdf version]

Appendix 3: Anything else you want to tell us in this context; verbatim comments
[only in pdf version]

How about better walking, wheeling and bike paths in St Andrews: Appendices

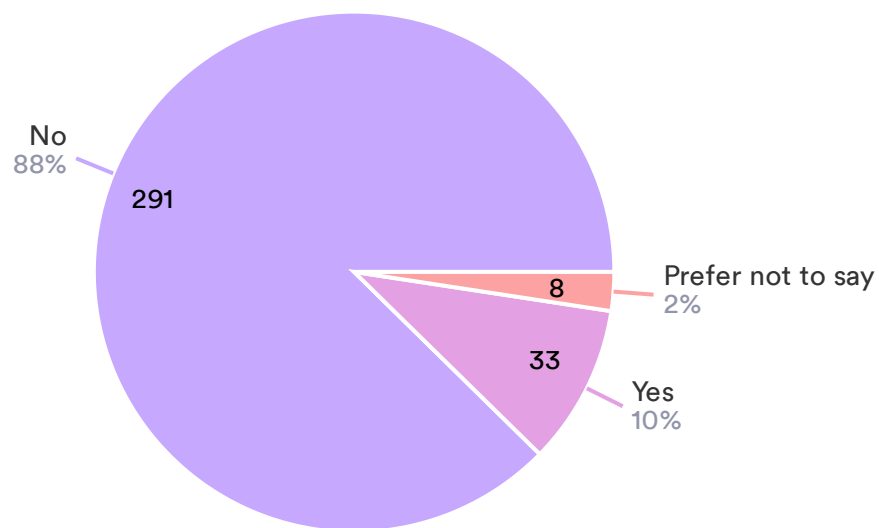
Gender

344 Responses



Do you consider yourself to be disabled?

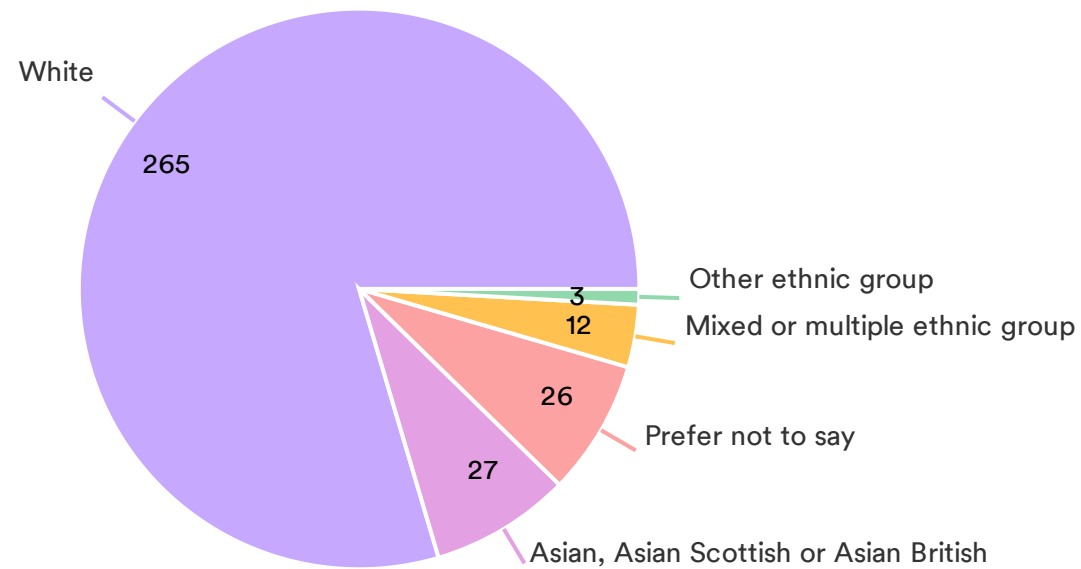
332 Responses- 12 Empty



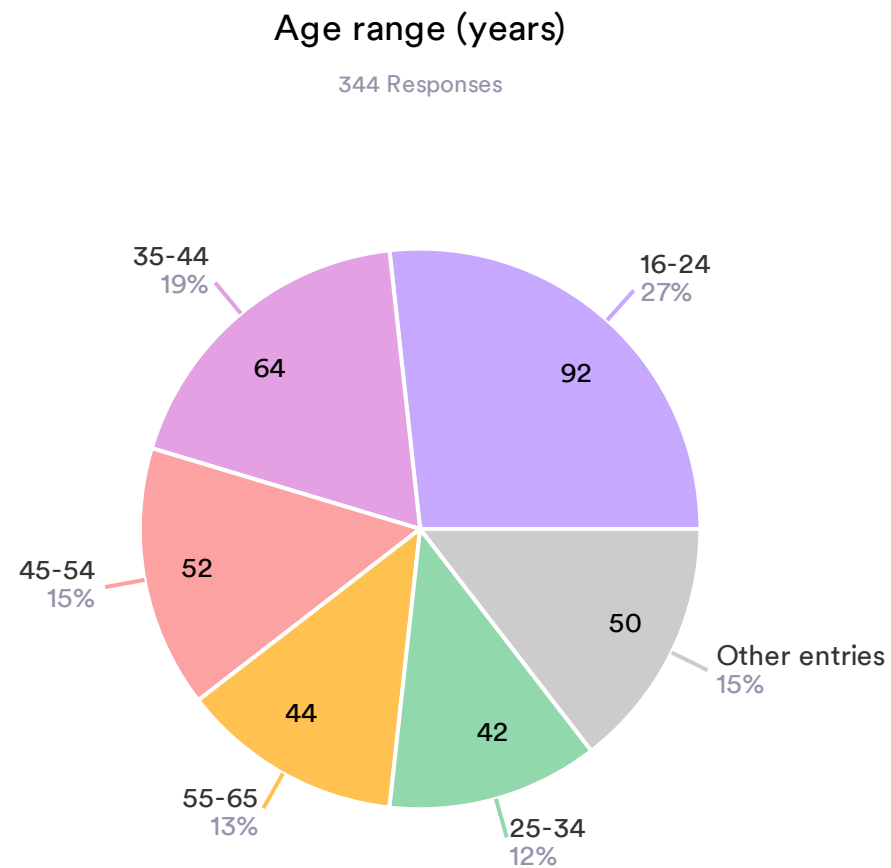
● No ● Yes ● Prefer not to say

What do you consider your ethnicity to be?

333 Responses- 11 Empty



How about better walking, wheeling and bike paths in St Andrews: Appendices

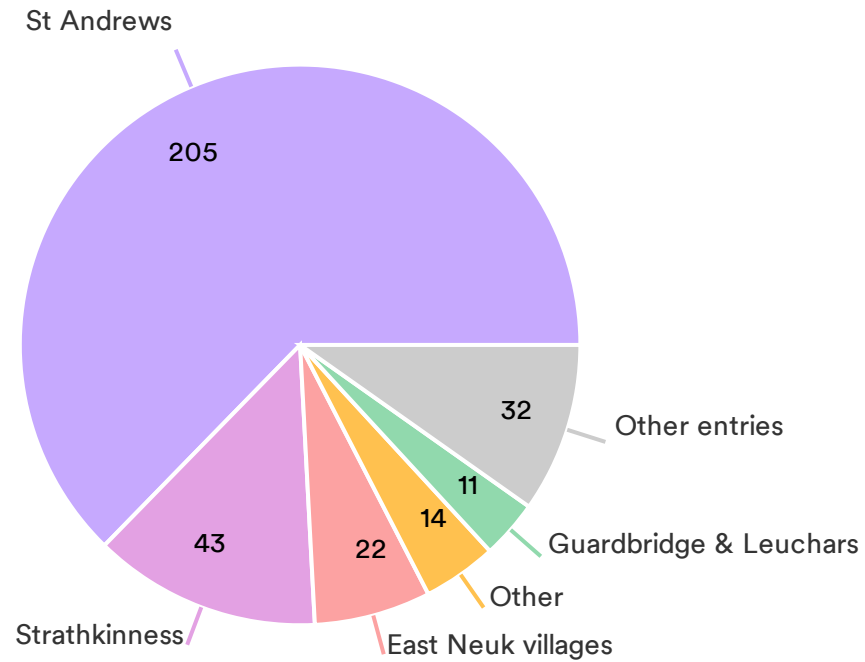


A good even spread of age groups are represented in the consultation.

How about better walking, wheeling and bike paths in St Andrews: Appendices

Town or village where you live

327 Responses- 17 Empty

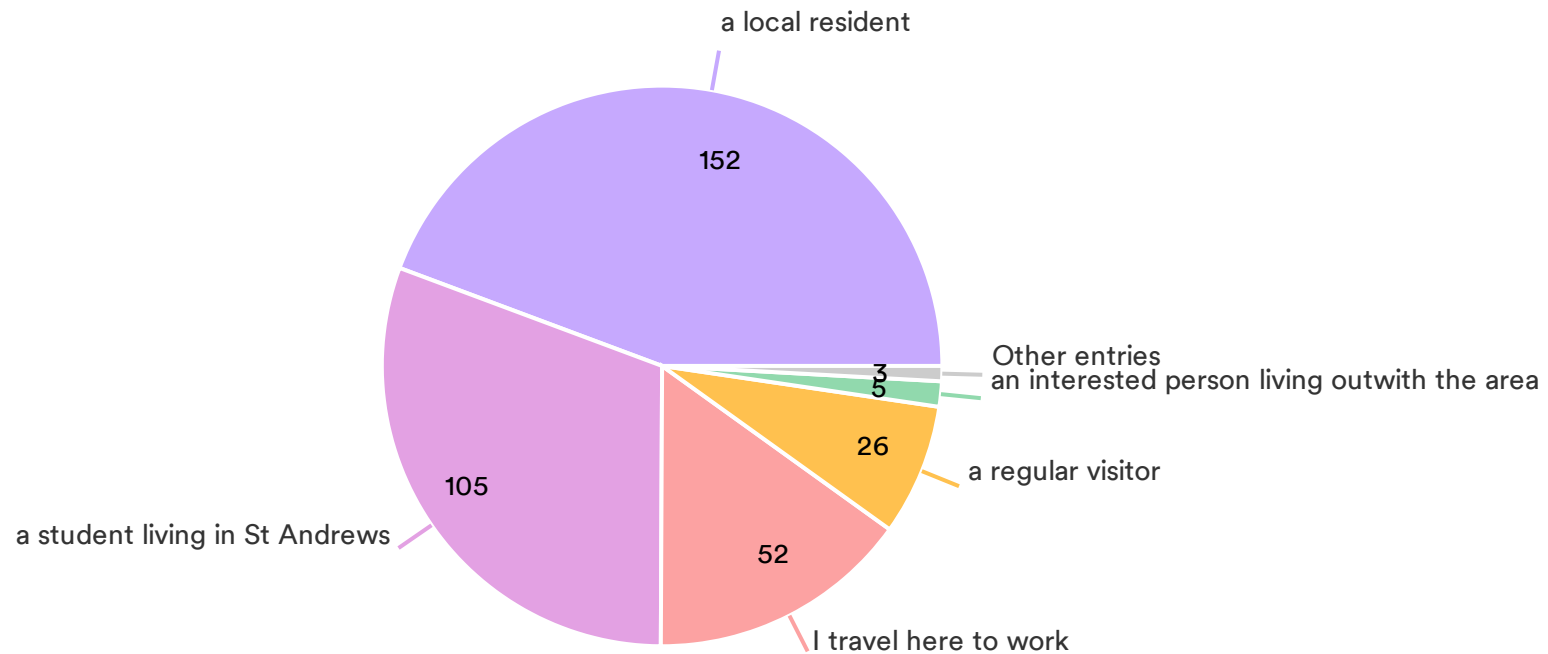


The majority of respondents live in the St Andrews area.

How about better walking, wheeling and bike paths in St Andrews: Appendices

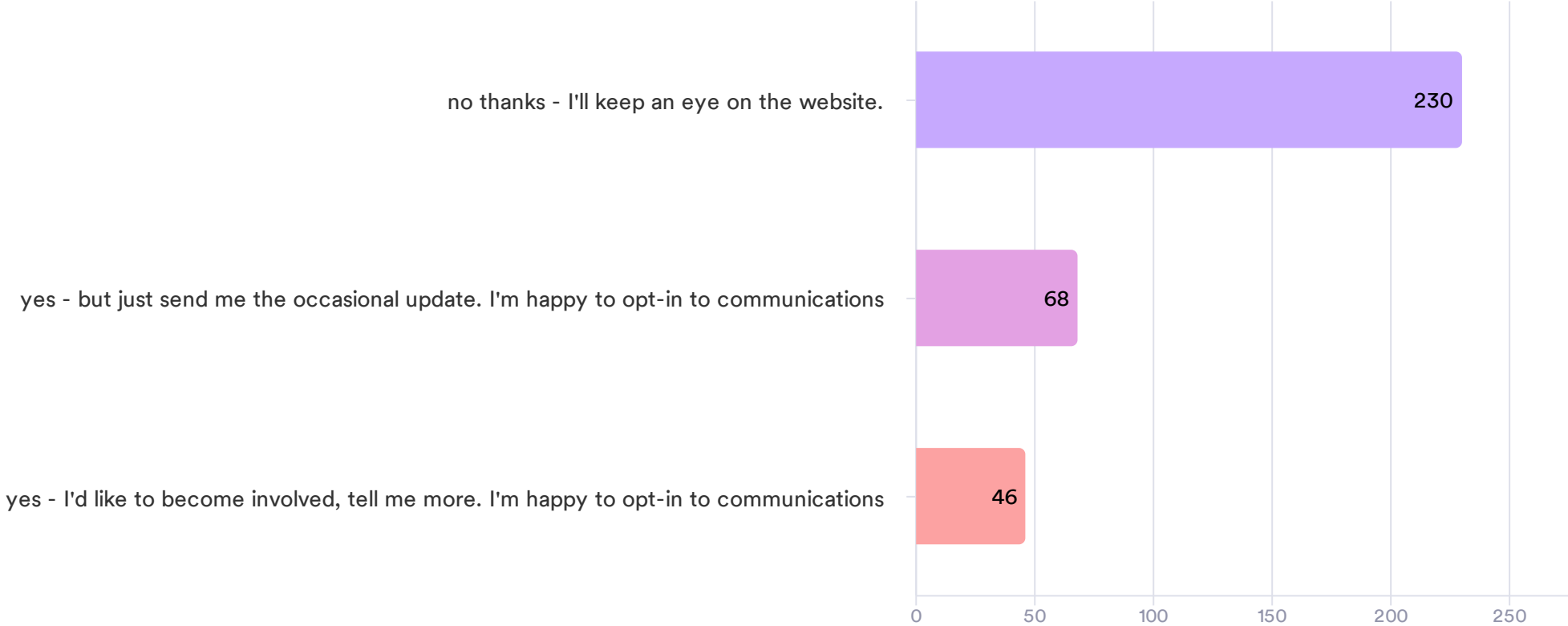
Are you answering this consultation primarily as

343 Responses- 1 Empty



Would you like to be involved or opt-in to communications?

344 Responses



Appendix 2: Any comments on your travel

Verbatim comments in order of submission date. 163 responses

- Would prefer to have schemes that discourage car use in town
- Bike or walk within town. Car further afield, and bus/train when traveling for work.
- I primarily cycle and walk everywhere, for both modes of transport I plan my routes to avoid being near cars as much as possible!
- I cycle daily but find it hazardous at times due to heavy traffic. I would feel happier if cyclists had dedicated facilities as this would encourage greater use
- No safe route from residential areas to beaches.
- Currently all the speed prevention measures in St Andrews residential area have worsened conditions for cycling. The road surfaces are appalling and parked cars make cycling challenging.
- Too many uncontrolled dogs on paths and in parks. We need more dog free spaces. I walk less than I used to because nearly every time I get jumped up on by someone's dog. As for cycling on paths dogs are a menace. Dogs need to be on leads on any path shared with a cycle route, or along key walking routes to schools. Unsafe for children particularly. No more traffic calming and replacement of roads with pavements widened for cafes and other commercial use. Unsightly and impedes cycling. Repaint cycle lanes and stop cars parking in them. Create cycle lane from east to west St. Andrews for schoolchildren using part of the Lanes.
- I would cycle a lot more (and encourage others to come with me) if there were segregated cycle lanes. Potential for conflict with cars/vans is the biggest concern.
- It's a nonsense that some cycleways on roads also allow cars to park on them (Hepburn Gardens). The cycleway is then blocked by parked vehicles! The contraflows for bikes on Greyfriars Gardens and Queens Gardens are also fine but they are at risk of car doors opening and colliding with passing cyclists. There needs to be better segregation of bikes and motorised vehicles.
- exercising on roads due to proximity to exhaust fumes and safety.
- Love using my bike around town but concerned about frequent bike thefts reported.
- Would like cycle paths to link local villages into St Andrews.
- i live at walking distance from work but i am recovering from an ankle injury, so uneven paths and lack of a safe place to cross in some roads makes walking difficult. i also cycle sometimes but some places without a bike lane make it dangerous with narrow roads.
- Places I often ride my bike by that are really bad: a small area outside the SOI on east sands, the roundabout on north street on the bus station street. They really need smoother paths.

- I often use Buchanan Gardens. The new speed cushions are forcing some vehicles to pass cyclists closer while they straddle the humps. However the humps have slowed down some of the traffic, though fast traffic ignores them. The build out of the kerb at the new pedestrian crossing forces cyclists to move out in front of other traffic and the road markings do not suggest that this will happen.
- Greyfriars primary school currently doesn't have any wheelchair/buggy/bike access. The kids are not allowed to cycle and if they did have to carry bikes/prams up a flight of stairs. We have approached the council and nothing has been done.
- I don't live in St Andrews but work there so some of this did not relate to me. My kids go to school elsewhere.
- Don't like when you come across cars parked in the cycle lanes
- Before we start creating cycle lanes and speed humps which are of questionable value to anyone, can we please improve the public transport links between the villages and St Andrews? We do not need any more cycle lanes which are always empty and speed bumps which actually create more vehicular pollution.
- Given cost of property in St A, it would be good to look at safer cycling routes on the main roads into town (not just from Guardbridge) which are all 60mph and have potholes I think
- I need a car due to physical disabilities and caring responsibilities. Car use is non negotiable for many people in St Andrews, we need access to our cars to survive. The relentless push to restrict parking and car use in St Andrews is horrifying and discriminatory.
- I try to walk as much as possible and avoid taking my car into the centre of St Andrews. I'm very lucky to be in the position to be able to walk to work too.
- Traffic calming doesn't really work and causes more damage to cars and roads as badly maintained
- Feel vulnerable when cycling on roads round town with no cycle lane as have had buses start to pull in before fully passed me and I have had to break hard. Drivers show little concern for cyclists
- speed bumps are incredibly irritating. Walking with the danger of cyclists suddenly appearing is very off putting esp if they are on pavements where they shouldn't be
- I live in Crail and sometimes cycle to St. Andrews
- Drivers here can be careless, rules and restrictions would be helpful to make the roads safer
- 99.9% of my journeys within St Andrews are on foot. I occasionally take the bus to Leuchars station. Once a week I drive to the northern outskirts of Dundee.
- I have given up biking in St Andrews as a result of close shaves and road rage incidents involving dangerous/rude drivers. Previously, cycling was my main transport around the town. Any measure that improves our safety would be welcome. Having said that, cyclists have a bad reputation as a result of the number of people cycling without lights, headphones on, in dark clothes. I'm not surprised drivers find cyclists irritating. There needs to be mutual respect and responsibility.
- Cars go constantly up Canongate, it was so much nicer during lockdown

- I would like my kids to cycle from Strathkinness to new Madras on off road cycle paths on Strathkinness High. The opportunity to connect that through the new St. Andrews West development is now before building begins. Even underpaths in the new development so don't have to cross roads (like in Milton Keynes). This could connect to the path next to madras and extend all the way to Kinburn Castle.
- Even the well surfaces areas (like the new bike path) have extensive camber meaning I can't use them as a wheelchair user. I literally cannot access the health center or my classes as there are no flat/low incline or well surfaces paths between them and DRA. I understand the terrain here is sloped but between the park and science buildings that ramp could be made significantly lower incline, the pavements are torn up for installation of amenities I assume, and are refilled to not be smooth again meaning I cannot use those areas
- Most of my car routes are already 20mph
- No more speed humps
- I am afraid of sharing paths with cyclists as they can come up behind you silently and sometimes say 'excuse me' when you have no time to work out where they are and which way you should step to get out of the way. This has happened to me on the pavement of Doubledykes Road/Hepburn Gardens and on the Lade Braes.
- Why is there no pedestrian crossing for kids going to Lawnead school across the main road/bus route which is Bogward Road. Lade Braes is great but you have to negotiate Bogward Road before you can get onto it. It is a disgrace that pedestrian crossings can spring up all over the place but not for the children who live on the south and south west part of Bogward Road. They cross this road at rush hour in the morning. The nearest crossing is way down about half a mile away for the kids going to Cannongate school
- Most of my car travel is out of town. In town I cycle or walk when I can. As I live in the centre "new cycle paths" don't apply
- ok as it is although more parking would be helpful
- The problem isn't lack of space, the problem is the attitude of everyone in the town centre. Everyone walks in groups taking up the whole path, forcing others to walk into oncoming traffic to avoid them (yes, this has happened more than once)
- I walk as much as I can but do need to get around by car too. We don't need anything too draconian in terms of 'banning' cars.
- We live in a wet climate and need cars. Your plans discriminate against older and less able people.
- I cycle a cargo Bike daily, other road users do not give me safe amounts of room to pass, they pass aggressively. The cycle lanes are full of manhole covers and detritus. The road surfaces are appalling and there are insufficient places to lock a large bike like mine but I persevere as I feel I have a responsibility to be as environmentally minded as possible.
- I want to use my car.
- Cycling from my home on Buchanan Gardens using the 'cycle lanes' ie a narrow section of the road, is not pleasant. Some drivers seem to think if you are on that narrow strip of tarmac they do not need to pull out and give you more space than the 'lane'
- It would be good to be able to rent a bike easily in St Andrews for those who live outside the town.

- Cycling is hard with work stuff, kid stuff etc and scary as a parent to have kids near so much traffic. It's not an easy option but one we want to use more
- cars regularly park on cycle lanes especially hepburn gardens
- I don't cycle with my children as I'm not confident that I can keep them safe.
- Perfectly adequate getting around St Andrews. I enjoy walking but people also need to be able to drive and I am fed up of drivers being penalised and marginalised.
- I find St Andrews easy to get about on foot ...am sometimes wary about cycling due to security of bike being left.
- Strathkinness High Road needs a cycle path urgently.
- "You don't ask where the respondent is. This is key, my family are in Strathkinness and there is NO safe cycling route for kids to get to the new school - despite being so close - reading ahead I see it's in the latter half!"
- I live in Strathkinness & worry about having to drive to town as journey is short. But will kids currently no other safe option. A cycle/walk path would definitely help. Currently my kids are young (2 & 6). But I would like the option when they are bigger, especially when they go to Madras.
- Mostly walk within St Andrews, cycle to further corners and out-of-town, especially Leuchars rail station.
- No safe ability to walk from Strathkinness otherwise things are pretty good in my opinion.
- Maintaining surface of roads/paths IN the cycle lanes should be a priority. Even when the whole road is ok/adequate condition, the road verge/drain cover area which is used by bicycles is often damaged or in poor repair. Micro-scale repairs, a shovel full of hot tar, tamped down, would make a SIGNIFICANT difference to my sense of safety and well being while cycling. This is a low cost, low impact measure, not requiring significant investment or road closures. Fix the road margins and I'll stay out of the way of car drivers!
- Path between strathkinness and at Andrews required
- I live in strathkinness and cycle to St Andrews on a daily basis. A cycle path, or cycle and pedestrian friendly road would make the route much more popular for people - some people feel unsafe on the road.
- Cycle routes from St. Andrews to strathkinness please
- I take the car only when I have to. I mostly walk around the town.
- I would like to safely walk out of my village Strathkinness to St Andrews and to Magus Muir woods
- I live out of St Andrews and regularly drive and cycle in on strathkinness High Road. I would welcome it being made bike/pedestrian only. It would not inconvenience me as a driver and it would make a huge difference to the village as it would give a safe route to St Andrews. The alternative would be to build a pavement but I think this solution would be cheaper and better in terms of available space. I think strathkinness secondary pupils should be able to walk or cycle to school but there is currently no safe route.

- Need to look at cycle routes for getting out of town, e.g., Kinkell Braes, Spinkie Den, Strathkinness High Road, and routes around the outside of the town, e.g., St Andrews West thru' to Bogward.
- Pavements not good enough for wheelchairs, not enough drop kerbs, drop kerbs not low enough. Pavements not wide enough, too many barriers to use. Wheelie bins prevent passing. Too bumpy round harbour area, hard to access areas with cobbles. Not enough easy crossing locations in shopping streets. Not enough Changing Places toilets in town (only one at Bruce Embankment, non in University buildings, theatres or music centre), not enough easy access to shops and restaurants. The list does go on...
- Repurposing roads for cycling is the best solution if this is done well. The new guidance which gives prominence to walking - as this is and will continue to be the main mode of green travel- is appropriate. New Highway code rules giving cyclists precedence on roads is to be welcomed together with dedicated cycle paths on road (which generally link places where people want to go) should be the first priority. Also, considering the overwhelming proportion of people walking rather and cycling, pedestrians should be protected from cyclists and not required to use shared use paths which are now regarded as inappropriate as they cause safety risks and cause anxiety to elderly walkers. More attention needs to be paid to "wheeling" particularly parents with prams or buggies, and disabled people are only given lip service in most schemes, but whose needs can generally be met by well designed pedestrian paths.
- Live in Strathkinness and am DESPERATE for a safe walking/cycling route in to centre of St Andrews that I would feel safe taking toddler on. Current route is scary owing to traffic and British drivers not always aware of how to safely overtake cyclists/walkers. Used to live in French Alps where cycling runs in the blood and people seemed much more aware.
- The current 'road calming' measures in St Andrews with its narrow roads have actually made cycling more difficult I believe. Impatient traffic and very bad surfaces deter me from cycling except very early mornings.
- There is a desperate need for a cycle path along the High Road from Strathkinness to St. Andrews. This would be extremely well used. Likely daily by me.
- care should be given about shared paths eg the lade braes path is good but there are bad bends with restricted views which are dangerous. this should be avoided
- I live in Strathkinness Hufh Road and the amount and speed of traffic using that road has a considerable negative impact on my quality if everyday life.
- Cyclin for children is a definite no in the state of traffic
- Also need to connect to MUPS to Crail / St Andrews / Strathkinness
- I would like to safely walk out of my village Strathkinness to St Andrews and to Magus Muir woods
- I like to walk into St andrews along high road from Strathkinness, however not safe on bends as traffic don't really see you
- I do a lot of cycling to get out of St Andrews on the way to somewhere else and it's ok but very patchy. E.g towards Leuchars is fine but even as a confident cyclist getting to the health centre from the middle of town is not great. Also, getting through the centre of town isn't good.

- Would like to see paths around the centre of the town in quiet areas away from tourist centres. For people who live and work in St Andrews. It is a working town not only a tourist area and golf mecca.
- My major mode of movement around town is walking but is not practicable for weekly shop at Morrisons. Cycle also, but parking for bikes an issue in town centre. Would like more cycle routes into and out of the town. Guardbridge route is adequate but not wonderful, Strathkinness High Road ok, Grange Road also ok, Strathkinness Low Road poor and also Brownhills Road. Cycle routes merely delineated by dotted lines are a waste of space since cars park on them, especially Hepburn Gardens. Need to be traffic-free/segregated for maximum benefit.
- Need to walk from Strathkinness to St Andrews but no path
- As a long time cyclist StA is a nightmare. Terrible cycling infra and dangerous driving due to tourist/elderly mix. Pavements way too narrow for walking and the pavements are not suitable for wheelchairs (my wife was recently wheelchair bound following breaking hip, we were shocked how hard it was to navigate the town). We need Dutch style segregated cycle lanes with right of way at junctions and pedestrianise market Street ASAP. Forget the NIMBYS moaning about parking and shops. Market Street would be transformed into such a vibrant place if pedestrianised.
- "The cycle lane markings on roads (eg John Knox, Hepburn gardens) aren't fit for purpose and create unrealistic expectations for car drivers in cyclists gluing themselves to the gutter (and into parked cars along the way). Better to scrub them off the road or widen the pavements to the width of the cycle lane.
- Community safety officers around school areas at drop-off and collection times could help encourage more considerate attitudes of car drivers passing through the school zones"
- Avoid shared walking & cycling/wheeling routes and paths. Pedestrians find cyclists and scooters more dangerous than cars. Cyclists rarely give consideration to pedestrians on shared paths. Where pedestrians walk alongside cars, drivers give more consideration.
- I commute by bike from Leuchars Station to St Andrews. The off-road bike path that runs next to the Guardbridge Road is excellent as it allows me to cycle rather than having to take the bus. In places the surface has been disrupted by wear and tree roots and it would be nice if this could be repaired. If it could be done sustainably, some lighting on this bike path for the winter months would also improve my journey.
- I walk to work when I have to. I try and walk out of town if it's for pleasure. I hate being on crowded streets.
- I always try to avoid main roads if I can, as the cars are driving so fast. Love the idea of low traffic neighbourhoods!
- TO commute, I would need to cycle through Tenstmuir forest. Most paths are excellent but a large chunk is not. Better support for lighting would be useful too
- I feel it is extremely dangerous to share the same road if I'm going cycling. I would feel much safer if there is a separate cycling pathway for cyclists.
- Need a footpath from DRA to Morrison's/hospital area

- one side of the pavement for walking can be too narrow in the way from Buchanan Gardens to South St.
- I use a car for work unfortunately, but with more cycle provisions around town I would be more likely to cycle as a means of leisure, commuting to library/class, etc
- I generally head to Market Street everyday from Shich makes biking very uncomforathkinness and a tad broader bike lanes would help if that could be done. Specially with the golf season , there are too many fast cars speeding through
- I mainly drive into town and then usually drive near my destination. I walk around town other than this. I have cycled from Leuchars to St Andrews once and found the path, especially around Guardbridge, atrocious and this resulted in me falling off my bike. I've been put off cycling on roads since. I also don't think bikes etc are really that necessary in a town so small.
- Used to drive everywhere, have begun walking to work and to the shops, and for exercise
- I currently feel very unsafe walking or cycling to St Andrews which is hugely frustrating as it is only a couple of miles away. We need a cycle path or pavement from Strathkinness High Road into town. It's ridiculous that we are still fighting for this!!
- The only thing stopping my children and me from cycling to school and work is the lack of a safe path. We would definitely support a cycle path, off the main roads and with lighting in winter, from Strathkinness to St Andrews.
- Better and affordable public transport would help
- Commuting to St. Andrews is difficult. A park and ride on the edge of town would be hugely beneficial for not only workers but tourists also. If there was adequate edge of town parking with the option of a safe walking route and a frequent (and cheap) bus service into town, people might drive less. But until the alternative to driving is cheaper and more convenient, people will continue to use their cars.
- The trouble with "traffic calming" [eg. lower speed limits, &c] is that it INCREASES the carbon footprint, as motor vehicles simply use the same revs in a lower gear travelling the same route over a longer period. It would be better to have a system which ensured FLOW. If we want to cater for pedestrians, then put in extra crossings - these do not impede traffic flow when they are not in use.
- I cycle every day and I often use the roads, which can be scary sometimes because cars might honk or drive really close to you because the roads are small. It is also sometimes tough to cycle in town because of the old cobblestone roads (market street).
- I prefer walking over wheeling because there are not many cycle paths available.
- None. Thank you.
- It's very nice. I like walking especially in good weather, which can make me feel comfortable.
- The reckless car traffic is a real danger in St A
- Not enough Dedicated off road cycle paths, such as the St A to Guardbridge one.
- No options for safe cycling at roundabouts (you just need to merge with cars) which can be dangerous. Also cars parked in cycle lanes particularly on main routes eg Hepburn gardens.

- I love to walk through our lovely town but struggle with bikes and cyclists that cut across pavements and have their earphones in so cannot hear or pay any attention to pedestrians and expect the old / infirm or those with young children
- I didn't feel comfortable walking the Lade Braes alone at night because of the lack of lighting. Perhaps motion lights could be useful so as to not disturb the wildlife too much? I did find good alternatives walking on well-lit sidewalks though.
- "I wish the university would allow members of staff to work from home (if the job allows) more than making people return to the office for 50% of the time. I think that would hugely improve the traffic going in and around town.
- Speed through the village I live in (Strathkinness) is a huge issue and one which makes me very concerned about the safety of residents especially children. I wish local councillors and others in positions of power would put better traffic calming measures in place in the village."
- My preferred method of travelling is by bike, however the junctions in this town are often busy and the walking routes are either just available for walking e.g. around east sands or in such condition it makes cycling hazardous e.g. Lade Braes. When my daughter was young I also found that you either have to be willing to push and pull the pram up and down curbs, or take a circuitous route just to cross a road.
- I live outside St Andrews and use the Guardbridge cycle path to commute. It would be a huge benefit if this type of path were more extensive around the area - e.g. allowing off-the-road cycling to the Tay bridge and Cupar.
- There should be safe bike paths, separate from roads, like in most of rest of Europe.
- Cycling in St Andrews is a dangerous sport! The roads in their current state are not suitable, especially with the new 1.5 m clearance for overtaking. Drivers can impatient if they have to wait to overtake. If cycling is to be promoted, St Andrews has to make big changes to routes available as the main roads are a nightmare!
- "Bike paths?"
- The surface on market street is very poor for cycling"
- This survey puts cycling and walking together. Walking is easy in St Andrews, cycling is not. Hepburn Gardens is an accident waiting to happen with cars parked in cycle lanes causing cyclists to move out. The University could put a parallel cycle path alongside the shinty pitch and past the observatory and eventually link paths so people could cycle around town without seeing a car. These cycle lanes should be free of pedestrians. The pavements are fine most of the time.
- i am walking/biking distance from everywhere i go regularly in st andrews so this is the only way i get around in town
- I walk everywhere so good crossings would be helpful
- Pedestrianise Market Street
- Cycles should NOT be allowed to go against traffic on one way streets & they should NOT be cycling on pavements
- Student at St Andrews, walk or cycle everywhere. St Andrews has great walking paths (although I always support more) but bike infrastructure is lacking, painted cycle gutters are terrible and would be great to see more separated paths (even if they were only one

way) and more parking removed from the town. Of course this also needs to be paired with better (is more frequent) bus links to nearby areas.

- Recreational cyclist but also cycle as a way of getting around town.
- Although cycle lanes on the main roads away from the centre of town would be nice (eg. Largo road is my usual journey), I think the most effort should be concentrated on improving the infrastructure within the centre of town. Navigating the confusing system of one way streets around north/south/market street by bike is easily the most difficult part of any journey - not only does the current layout feel unsafe in places (eg. Junction on Market St and Bell St), it also feels limiting since I often have to take convoluted routes to avoid one way streets that could easily be made 2 way for bikes, or be free of cars altogether.
- Trouble is the town centre shops are struggling and we must help them stay open before messing with their infrastructure
- The road surfaces are awful for cycling
- I walk everywhere in St. Andrews and have wanted to cycle but don't as I feel unsafe on the roads due to cars and a lack of cycle paths. I would have liked to cycle on nice paths for leisure however I'm not sure if these were available
- "I live in Balmullo. There are several pleasant walks around and about the village and the surrounding area, but my bike sits rusting in the garage, because I do not feel safe riding on the roads out of the village. The main road has now been resurfaced, but once you're out of the village the speed limit is de-restricted - I am not willing to cycle on the A914 when I have seen at first hand how impatient and intolerant drivers can be when they encounter a cyclist ahead of them on that road.
- There is another route out of the village: Pusk Road. This ends up at the new houses close to Leuchars Station, at which point there are good, safe cycle routes in several directions. The speed limit on Pusk Road is 40 mph, and I would be willing to use the road as a cyclist except for one thing: it is absolutely riddled with potholes, particularly around Milton Farm. I care about the planet and would like to cycle more for my health, but I do not want to risk being catapulted over my handlebars and into A & E with a brain injury.
- So, when I travel to St Andrews, I usually do so by car. Once I am in St Andrews, I try, as far as possible, to walk everywhere rather than drive. The paths around St Andrews are generally good enough to walk on, but often rather too narrow to share with cyclists, and a lot of the paths (e.g. along sections of Lades Brae) are a bit crumbly at the edges, which narrows them further."
- I don't drive so generally walk around St Andrews. This has worked well while my child is young enough to push in a pram but I'm concerned that it won't be possible to keep using active transport once our child is in school because of the distance (>1 mile) from our home to our catchment school and a lack of off-road routes. I enjoy cycling on dedicated paths but am afraid to use it as a mode of transport because of traffic.
- Cycle path is urgently required St Andrews to Strathkinnes
- I have an electric bike and would use it daily instead of the car if there were more secure bike racks
- "I go most of the places on foot. If I am travelling with my child, I then walk with buggy.

- We have an electric car in our household and we use it often for school drop off and pickups. We are considering to get a bicycle so we can get used to cycle around the city; however, I do not feel comfortable cycling in and around the town because I do not feel safe when travelling in the traffic together with motor vehicles."
- I mostly walk
- I'm retired, and walk and cycle regularly; cycling in town is generally OK, but I'd appreciate more safe routes out of town, like the track to Guardbridge, for exercise mainly and also for visiting people/places.
- I come in from Blebo Craigs and would love there to be a safe way to walk or cycle from Strathkinness - which I can get to safely - to St Andrews. I think this is a huge local priority, especially as Strathkinness continues to grow.
- There has to be plans to reduce cars in the town before anything else. For years the town has asked for a proper 365 days a year park and ride. The town center is a disgrace and the pavements and spaces for people extensions make it extremely difficult for visually impaired, handicapped, wheelchair and buggies
- What frustrates me most about cycling around in St Andrews, for daily commutes, is the curbs and the lack of bike parking. There are no big dedicated bike parking spaces, or even shelters where they can be locked up safely and dry. The curb should also be lowered at the Main Library entrance so you don't have to step off the bike. The Main Library would also be a good space to have a dedicated and sheltered bike storage / parking space.
- "Unsafe with cyclist sharing the path
- Still require cars in town centre for elderly population"
- Don't cycle, more car parks outside St Andrews for tourists and more pedestrianised town centre, more provisions for local people
- Sustainability needs to be accessibility
- Needs to be more adverts and outreach with local cycling clubs
- Need better segregated bike lanes
- Bridge Street area/city road can feel very dangerous on a bike, there's no provisions for a cycle path and lots of cars parked on the side of the road often means you're getting very close to moving cars
- I would like to see a 20mph enforced in St Andrews
- I think the whole town should be 20mph
- I think every town village and city should have low traffic zones
- Don't get in car in St. Andrews buses are good have ability to walk everywhere more frequent buses would be good, 42 especially
- "Cyclists are annoying on the road, would be better to have them off the road
- More free parking would be great"
- Very expensive

- Like to see rail return
- Drivers aren't the nicest to cycling driving is tough because walking is taking place on the road, very dangerous
- "Low traffic neighbourhood dangerous for cycling
- Bus people in to keep town centre car free"
- Steps into shops being a problem for scooters
- Poor in and around for bikes
- "More free public parking
- Multi storey car park with nominal free
- Not possible to get in and out quickly"
- Pavement bad for wheeling. 2 walker users
- Walker user. Very poor paths for wheeling
- Pedestrianise market street
- "More multi-storey car parks in and around St. Andrews to keep cars out of the town centre
- Separate paths for bikes, not easy to see cyclists on the road
- Legislation for cyclists to wear hi vis clothing"
- u=Usually travel into St. A. by car as I live 5 miles distant. There are no pavements around here (Blebo Craigs) to allow safe walking for any distance.
- "Living in an outlying village, some mile from the nearest bus served highway and having no pavements or walking routes on the narrow roads that would need to be traversed, I drive to a St. Andrews car park and walk to destinations in the town.
- I would be encouraged to walk or cycle to St. Andrews if there were dedicated paths/cycle ways (i.e. car free) linking us - e.g. like the Guardbridge to St. Andrews one."
- The bus takes ages because of The Open. Nice big car park. I think park and rides are brilliant. They should have them all over
- Lang lands road very high speed
- Not enough zebra crossings pethram bridge to north
- Too many cars for a small town !
- Better route to school from east
- "Not enough cycle paths, sharing the road with cars is very dangerous for the cyclists and car users.
- Not enough paths linking the local villages to St Andrews"

- If you're going to have speed bumps 1. They have to be well designed for ALL cars 2 they have to be maintained

Appendix 3: Anything else you want to tell us in this context?

Verbatim comments in order of submission date. 110 responses

- GoFlexi service is, in my experience, not very flexible - last few times I've tried to book it's been unable to collect me (even when booking up to a week ahead) due to others using on a regular basis
- My favorite travel idea is shutting strathkinness high road to cars (access only) permanently, it's currently closed and causes no traffic, there are 2 alternative routes (low road and main road down the hill) from strathkinness but would open ebike commuting to so many residents and travelers!
- Supports a wheelchair user who has to use road as paths-so poor
- Could be safer for cyclists
- Cycle lanes painted onto roads useless as cars park on them and bikes have to swerve around the parked cars
- I think travelling by bike in St Andrews is not bad at all. It's really quiet here traffic-wise, but there's some things (like bike parking and separate lanes / lowered curbs to enable flow) that can definitely be improved.
- Pedestrianise Market Street
- I used to cycle a lot but now find there is too much traffic.
- I am filling this in as a grandparent looking after kids in the Bogward area of the town.
- The buses on routes within the Town are very underutilised - seldom more than half a dozen people on board. I would like to promote greater usage to reduce car movements
- "Living in Strathkinness, it would be useful to have access to a cycling and walking path into St Andrews
- The roads between Strathkinness and St Andrews are very busy and no pavements to walk on"
- The roads are poor for cycling and sometimes people walk on the bike path
- Crossings next to junctions and roundabouts - nightmare!
- There is no reason not to have better cycle paths where doing a slalom around parked cars would not be required.
- The University is far too permissive on student cars. Cambridge does not allow students to bring their own vehicles and park them overnight at the University. I have no objection to students commuting but why should there be so many student vehicles belonging to

residents of Agnes Blackadder Hall or Andrew Melville Hall or University Hall? For students who live outside of student residences, we need to discourage driving short distances. There are students with cars who live in my street and drive one mile to their classes. Of course, non-students also drive short distances too but perhaps this all reflects inadequate cycling/walking options.

- I have recently taken up cycling at ST Andrews and regard myself to be confident cyclist, but the town is simply unsafe for cyclists. The roads and paths are dangerous, traffic is concerning and I have had some close near misses with cars/lorries not looking.
- Cycle paths should ideally be off road like the one linking Madras to the university sports centre.
- West burn lane
- I would like more lowered pavements for wheelchairs and the pavements are very bumpy in a wheelchair, especially scooniehill rd
- Make the town a 20 mile zone town
- Railway station in st andrews
- I love the bike path! I run frequently and use it all of the time.
- Traffic in St Andrews is farcical. People park everywhere. Double yellow lines, double double lines, corners, double parking & blocking streets. There should be a park & ride on way in to St Andrews for coaches & cars. I am surprised no one has been injured with the amount of traffic in St Andrews & the jaywalking
- I now prefer to shop in other towns as St Andrews is more or less a shopping destination for tourists. Just try to buy normal everyday items like a button or a colander or even a dinner service ...
- I think it would benefit from being more user friendly for pedestrians and more people would walk instead of taking their cars if it was safer to do so
- It should be easier if there was a way to drive around the town to get to different parts of it, without having to cut through town to get to places
- "Market Street should be fully pedestrianised / multi use.
- South Street should be one way with parking only on South Side, other carriageway all multi use, with more cafe culture"
- The main issue I notice in the centre of town is the amount of traffic heading along South St and then down Bell St. Along side that we do have some reasonable cycle routes, e.g. from DRA in to town, but they aren't well sign posted and often feel like they stop before you get to anywhere useful. It's just not very coherent.
- I'd like to cycle to work from muchty but it is not possible as there are no safe cycling routes.
- Would like to see 20 mph speed limit throughout, changes to parking in North Street (long vehicles parked at right angles obstruct traffic) and pedestrianisation of Market Street
- Need to walk from Strathkinness to St Andrews but no path

- The town is not designed to have the level of traffic which it currently sees especially in summertime and illegal parking by many motorists
- "Too much speeding and close passing.
- Lack pedestrianization"
- St Andrews is overrun with vehicles. We need a mindset which makes the majority of people switch to bikes or walking. For me it is quicker to cycle to town but I rarely do it without some 'incident' with bad driving.
- The university monopolises car parks provided for locals and visitors. Any new hall of residence or university building needs to incorporate underground parking. Too many university residences built with v little parking claiming students don't have cars. They do. So do all the summer visitors using such accommodation as a hotel. So do staff. So do maintenance and repair workers and delivery services. Parking in St Andrews is a nightmare. Locals can't park at East Sands or the Haugh in term time since the new Uni buildings. Also West Sands green areas are being torn up by workers and visitors parking on the grass. We need a park and ride from outside St. Andrews with drop offs at the beaches
- Strathkinness to St Andrews requires a safe cycle/ walk path
- I've said what I said. Reducing car access, and access to parking close to where people need to go, it fills me with horror. People in St Andrews pushing for this are actively seeking to push me like me out. It's disgusting. Misunderstandings about access to Blue Badges is also really bad. MANY people with disabilities and mobility problems are not eligible for Blue Badges. Pedestrianisation with Blue Badge access is not the solution.
- Parking in bike lanes is a big problem for cycling safely on major roads in town (Hepburn, Buchanan Gdns).
- Need to stop the cycle lanes going the wrong way down roads.this encourages reckless cyclists travelling the wrong way down streets like market Street and church street.
- "Love the new path yo dude of me school and uni fields. What were people thinking allowing the park through lade braes to be both cycle and pedestal
- Pedestrian without widening it. I walk along there with a 7 and 5year old and until recently a buggy. Not enough room at some points for us all and folks in bikes who slow down and expect us to move out the way (not that easy with so many in tow)"
- not enough consideration for car users
- Paths are for everyone, but people need to have a bit more common curtesy towards everyone else using the path. Deliveroo cyclists and others like them need to obey cycling laws and not fly down busy paths instead. Cyclists need to understand that they are just as responsible for their own safety as others are, if not more. Its far easier to cycle at 5mph than it is just balance a motorbike behind them, so just pull in slightly, not even stopping, let the faster road users be able to pass safely, then carry on at your speed as the other road users carry on at theirs.

- The 20 mph speed limit in residential streets is the correct thing to do. HOWEVER - very few drivers obey this limit. It needs to be enforced. A campaign to stress the importance of slowing down on these streets is long overdue.
- "I travel there because of the good parking and the area is flat so please do not reduce parking.
- If it gets worse I will shop elsewhere, not good for business in St Andrews.
- I see a lot of inconsiderate behaviour by cyclists who do not obey the highway code.
- You aren't thinking enough about people as they get older."
- Too many people drive cars very short distances in St. Andrews.
- The survey isn't particularly balanced, and heavily skewed to giving the answers you want to get.
- Regarding the cycle path to Guardbridge, it is great except that awful section on the pavement ! Last year the verges of the path became very overgrown and needed cutting earlier.
- Too many xars for kiss, student and old person travel in the town. Make it pedestrian and keep the cars out!
- ban buses from town centre. Pedestrianise Market street 9 -5pm
- I try to avoid Market Street so I don't get shaken by the horrid surface. It has broken the mounting of a front lamp on my bicycle.
- Stop students having cars, bring back all car parking spaces instead of enlarged pavements, stop people with a permit parking in South Street
- Give us safe cycle routes!
- There have already been parking spaces taken away. There is already a cycle path from St Andrews to Guardbridge and provision on the Scores. St Andrews is not a big town and you have to drive through it to get to other destinations. Also, being a top tourist destination, there is lots of traffic. It would be madness to impinge on the roads or parking further.
- Too many roads still require resurfacing....huge potholes in some places...especially in residential streets
- We could learn a lot from the incredible connected cycle paths in Aberdeenshire, particularly the deeside way. Incredible facility and so well used by all ages. Something like that across the east neuk would be such a superb asset to all local communities
- "Motor vehicles parked overlapping or actually on the footway are a problem, particularly in town centre (angled/perpendicular parking) and the residential parts of Largo Road. Advertising boards are a problem in the town centre.
- (A higher active travel priority than anything in-town, for me, would be the shared use path St Andrews to Guardbridge where it runs alongside the A91. Too narrow and a very poor surface compared with the road alongside. Not the remit of this survey though.)"
- It must be remembered that some of us 'need' a car and need to get by all these cyclists, wheelers and walkers. We too are part of the community. There has to be room for ALL.
- There should be focus on local, small scale solutions to everyday lives. Not massive scale project costing 10s of millions in White Elephant railway projects. A fraction of the population would benefit from a rail connection in town (as opposed to the well

established bus link to Leuchars) but EVERYONE from child to pensioner would benefit from fewer cars, better pavements, better cycleways.

- Speed restrictions needs to be enforced.
- The Lade Braes is a very useful and pleasant resource for the town.
- Speed restrictions needs to be enforced.
- Need more pedestrian crossings
- I would welcome out of town parking, safe routes into town from close by villages and pedestrian/cycle only areas. I strongly support the lade bars being shared cycle/pedestrian space.
- On-street cycle racks in St Andrews do not serve their intended purpose as they are mostly occupied by rarely if ever used rusting bikes, leaving little room for genuine users using a bike to come to town. Prime 3example is the bike rack at the West Port which is fill of bikes, probably owned by residents of the adjacent building. This building has a dedicated cycle rack at the rear which is now unused, Such collections of rusting and abandoned bikes is unsightly in a conservation area and especially next to a scheduled monument. Such initiatives require a more intelligent approach, and a management plan which deals with misuse.
- Very congested with traffic/lorries/vans at times which really puts me off cycling here. Am really dreading the congestion at The Open in July! Would love to see more separate/safe cycling routes in and out if St Andrews like the one that runs to Guardbridge
- Travel will worsen with the western expansion and other areas of high building - Kilrymont school site. Am not sure that the extra traffic has been factored into the councils consideration when granting planning permission.
- roads maintenance over recent years has been very poor. Improved this year due to the open profile but the remainder of fife is exceptionally poor compared to other regions.
- "St Andrews is a lovely and bustling town. There is a good mix of transport use working together. I support green travel and the use of bikes but town parking ensures continued footfall. So many pedestrianised towns have low footfall and are
- Soul less. keep the vibrancy and encourage good acces to the town for drivers as well as walkers and cyclists.
- Coming from remote areas, have disabilities, are time restricted. Etc. Removing marking means people will opt for the co venue ve of out of town supermarkets and parking. leaving a ghost town behend"
- More public transport
- It needs sorting, state of the roads, the walking surfaces in centre of town and no park and ride. Too many obstruction on pavements in town, tables and chars, plants and A boards., lack of enforcement. It's a joke.
- Really liked the improvements to lade braes
- More needs to be done about illegal parking, especially on pavements

- The disabled parking spaces in Market Street often have non disabled badge cars parking in them, and they do not seem to receive tickets. Also, secure bike parking lockers would be a good idea
- Pedestrians are being ploughed down by cyclists - please ensure that cycle paths are separate - Laed bra is an example where this has and is a big problem
- I'm very encouraged by your efforts so far!
- Supply side is great. Such as better provision for active travel, but demand side by restricting car use is just as important.
- Why was Blebo Craigs not in the list of neighbouring villages/towns?? We all use St. A. as our main shopping place, for entertainment, etc.
- "Within the town more must be done to eliminate pavement obstructions, i.e. inconsiderate cyclists and vehicle parking. Where the walkway is wide enough I see no objection to the expansion of pavement cafes.
- Your organisation needs to be bold and envisage a network of off-road walking/cycling routes to St. Andrews from, say, a ten-mile radius of the town. Acquisition of land may be problematic but if Fife Council has a good Access Officer much can be achieved.
- These routes don't necessarily have to run alongside existing roads but they must be properly constructed to deal with our Scottish weather, have a good 'wheel' surface and be broad enough to accommodate walkers and cyclists at the same time. Standards exist for such paths.
- While this may be 'teaching granny to suck eggs' you must get political support as well as working with the appropriate Local Authority employees.
- I wish you success with your endeavours and look forward to noting progress."
- Night bus to Dundee would be useful.
- Too much money spent in St Andrews compared to other Fife towns
- I think South Street and Market Street should be pedestrianised.
- People can use the existing roads to cycle if they wanted to but are too lazy. No amount of money being spent on cycle routes will have much effect.
- Biggest thing is separated cycle paths, think most dangerous street is probably bridge street and the A915, could really benefit from removed on street parking and more pedestrian crossings.
- Market street should be pedestrianised!!! At the very least vehicle access should be strictly limited eg. early morning deliveries. It would be both safer and more pleasant for everyone :)
- Make the road safer from Crail to St. Andrews
- I have no idea how to negotiate or understand the 99 bus timetable/routes. If I did, I would use that more often, rather than the car!

- "I walk or cycle around St Andrews every day, clocking up at least 1,250 miles a year around the town. I think the provision for these modes of travel in St Andrews is already good. For walking there are lots of well surfaced roadside footpaths and road crossing points, as well as interesting away-from-road footpaths e.g. Lade Braes, Lumbo Den, etc. For cycling the roads are, but only due to recent renovation work, well surfaced. Furthermore thanks to existing speed limits and national driver education campaigns I find the motorised traffic shares the roadway with me in a considerate way.
- If there is money available to facilitate active travel I feel it might be better spent in other areas of Fife or Scotland."
- The town can't continue as is, but with political pressure from car drivers in town I'm not sure the changes required can be pushed through. They'll just end up being diluted to a few rubbish painted lines on a road for a cycle path and no changes to the much needed pedestrianisation of the town centre. Happy to help or get involved if needed, although Cupar is just as bad - just look at the awful active travel provision for the new shopping centre.
- More regular buses to East Neuk would be wonderful...if you miss a bus it's an hour till the next one!
- It's high time that the cycling infrastructure to and around St Andrews is improved.
- the frequency of the bus stop at the bus station is too little. If I miss this bus, the next bus will be 1 hour later. Besides, the sign of the bus stops is not specific. Not every bus stop was listed out. some of them are even abbreviations eg. station as stn. It is not very friendly to non-English native speakers.
- When I push my luggage trolley, it's very noisy, and I am afraid, since others might find it very distracting, also I would like to know about how to get a bike for travelling
- great project, and hope it could actually improve the road safety!
- My main area of concern are the busy roads with very narrow side walks and no bike lanes on Buchanan Gardens
- St Andrews is clean, and I feel safe travelling here :)
- Better than most places I've seen in my life so far. There's always room for improvement, but you've got it pretty good already.
- A train station is extremely necessary to mitigate car use into town
- It could be so much better
- Glad to see potholes filled in from Largoward to St. Andrews.
- Getting to St Andrews in the first place is the issue, buses are ok but not great, if these were improved and most cost effective the roads of St Andrews would be safer and quieter
- 1st - Better cycle paths to St Andrews 2nd - Affordable public transport to St Andrews 3rd - As these don't currently exist, most of us have to drive, so more thought into free parking outside the town so we can then walk in
- Pavements on South Street near West Port in poor condition, trip hazards
- I love it.

- There is a huge opportunity in StA for a excellent non- car transport system to be introduced but 1. It has to be well designed and 2. It has to be maintained. Playing at it by e.g. tinkering with surfaces won't result in a step changed approach.
- "Recent data shows decline in town centre shopping
- It also shows that electric cars have reached the tipping point in the last 2 years
- We should be encouraging cars back into the town not reducing them
- Have you not seen all the really struggling town centres shown on all tv reports are the ones where the decision to remove all cars from town centres are the worst affected
- Please don't let any further unwanted schemes be implemented against the wishes of the public and the business ratepayers so sadly ignored by all the well intentioned but flawed ideas of the cycling lobby
- People come to St Andrews for the shops not nice cycling paths
- Also remove the obstructions from our traditional pavements
- No other town or city has blocked their pavements to benefit the bars and to the detriment of pedestrians and disabled users
- They should be returned to pedestrian use forthwith"
- In a questionnaire where you are collecting private data (e.g. gender identity, disability status, age, location), ALL THAT DATA should have a "prefer not to say" option. Your precious age question, I lied on it because there was no "prefer not to say" option for me to select. Your postcode question, I lied on it - I'm not giving you a hint about where in fife I live.
- Love the Lade Braes!
- The town has some dozy drivers!

Congestion is a problem in the city centre. There needs to be fewer cars, less parking and safe traffic-free areas (eg Market Street) to give safe haven for pedestrians and cyclists.