

# The Active Way

Connecting St Andrews

## Map-based consultation 2022:

The High & Lows of Walking, Wheeling and Cycling in St Andrews

## What you said - the results

Prepared by Whole Cycle Ltd on behalf of Transition St Andrews CIC

Version 9<sup>th</sup> Feb 2023

Funded by



# Why ?

Previous consultation in late Spring 2022

- Asked about travel habits and barriers to active travel
- Didn't talk about specific routes
- Showed strong support for project
- Showed road safety was biggest barrier to cycling

Map-based consultation in late Autumn 2022

- Asked about specific routes, places that are pleasant, places where there are problems.
- Tells us where to prioritise action and improvements



# Questions and Answers

## 3 question groups

- Places
  - Routes
  - Low Traffic Neighbourhoods
- 
- 199 completed responses (and a further 125 partially complete)

**My places in St Andrews**

Where are the outdoor public places in St Andrews that you really enjoy visiting?

Drop a pin in your favourite outdoor public places

Where are the pinch points that are challenging to navigate for pedestrians and bikes (narrow paths, lack of dropped kerbs, scary crossings, etc) OR the places that you feel unsafe (poor streetlights, secluded part of route)

Drop a pin in the problem places for you

Have you had any near misses with vehicles in St Andrews as a pedestrian or on a bike?

Drop a pin where you had a near miss

Share on Facebook

**Drop a pin in the problem places for you**

**Detail of problems**

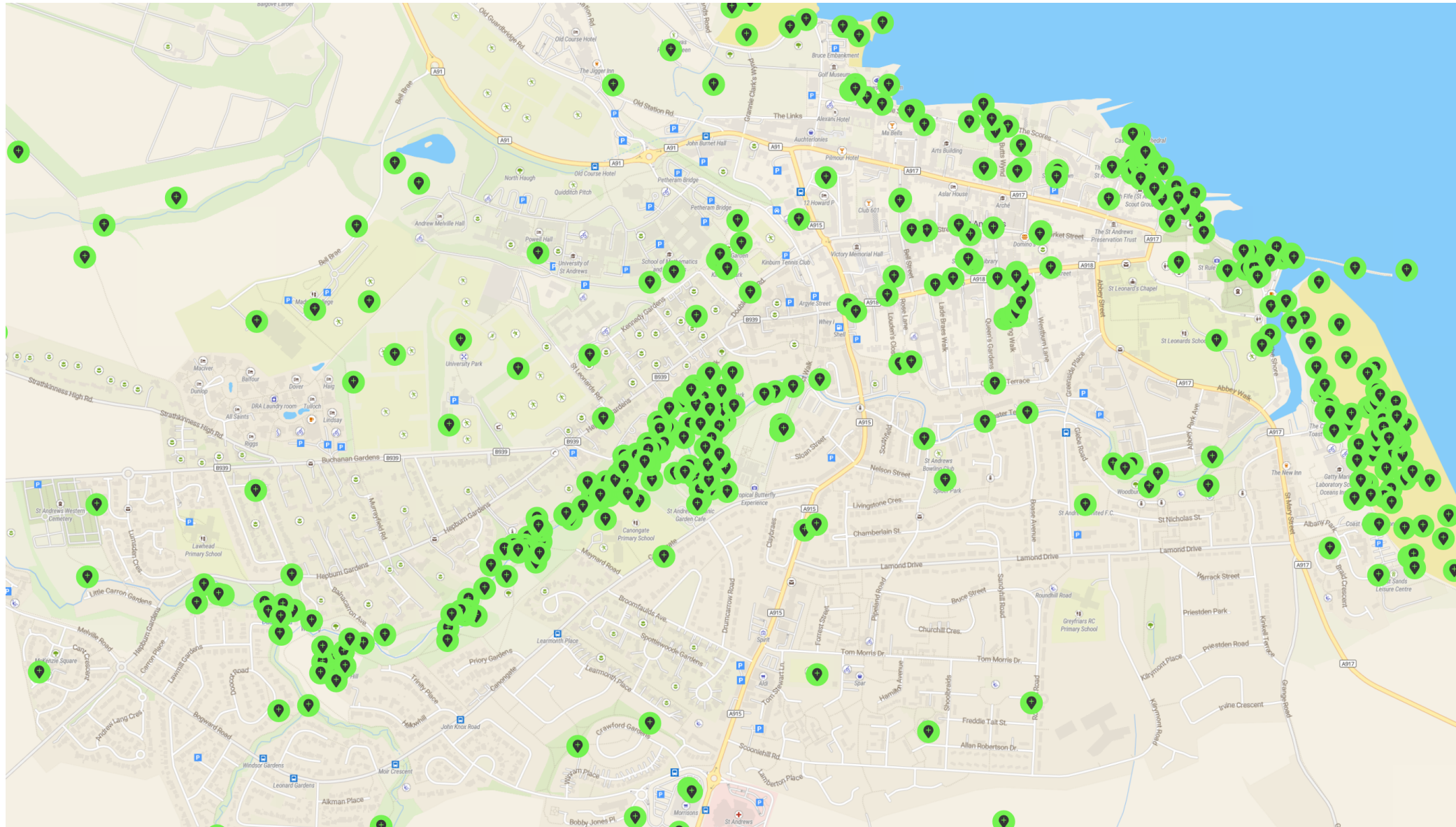
- narrow path
- lack of path, have to use road
- poor surface
- lack of dropped kerb
- poor visibility for crossing
- fast traffic for crossing
- blocked path. eg. locked gate
- parked cars blocking path
- personal safety - poor streetlights
- personal safety - hidden or secluded part of path
- Other (tell us in the next text box)

**Any comments on these problems**

also use this box if you ticked 'Other'

Delete Done

# Favourite outdoor places

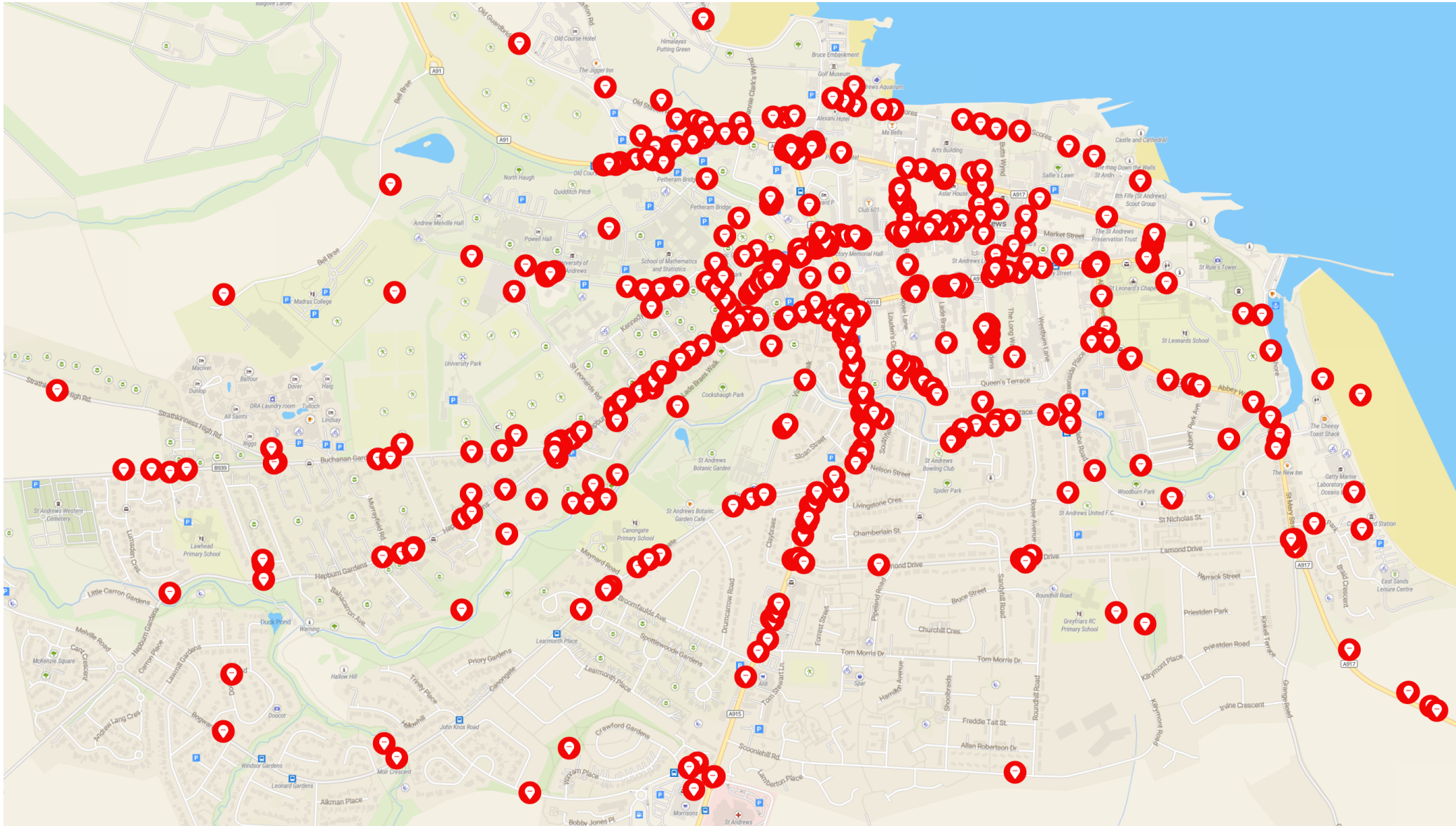


# Favourite outdoor places

- 601 favourite places were identified
- The map shows that favourite places are mainly clustered along the Kinness Burn/ Lade Braes as well the coast. In the town, South Street is particularly favoured
- The table shows that nature and peacefulness were the most common reasons to identify a favourite place

<b>Attributes of the those places</b>	
green natural place	305
lovely views	296
quiet place	279
beside the sea	233
no traffic	174
few people	155
good meeting place with friends	105
fun place to hang out	102
great shops, cafe or pubs	23
lots of people	13

# Problem places for you



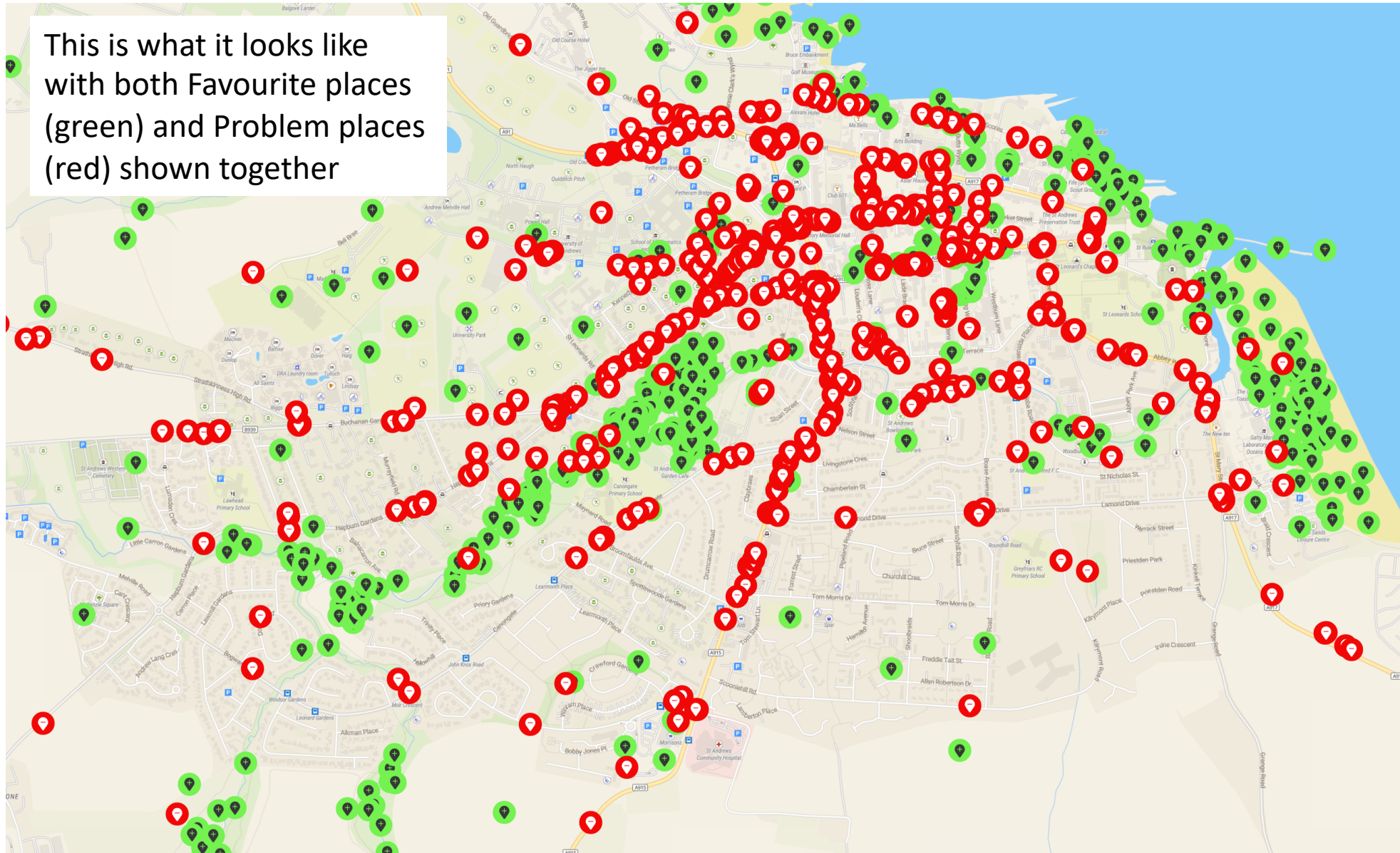
# Problem places for you

- 625 problem places were identified.
- The map shows that Hepburn Gardens, Doubledykes, Largo Road, Links Crescent as well as much of the town centre are negative places for many people
- Buchanan Gardens, Canongate, Abbey Walk, and The Scores also have significant negative comments
- The key issues are shown in the table, with fast traffic and lack of path being the most cited
- Personal safety is less reported numerically but may have a more powerful negative effect

<b>Attributes of the those places</b>	
fast traffic for crossing	167
lack of path, have to use road	152
poor surface	114
poor visibility for crossing	111
narrow path	106
parked cars blocking path	86
personal safety - poor streetlights	48
personal safety - hidden or secluded part of path	33
lack of dropped kerb	27
blocked path. eg. locked gate	9

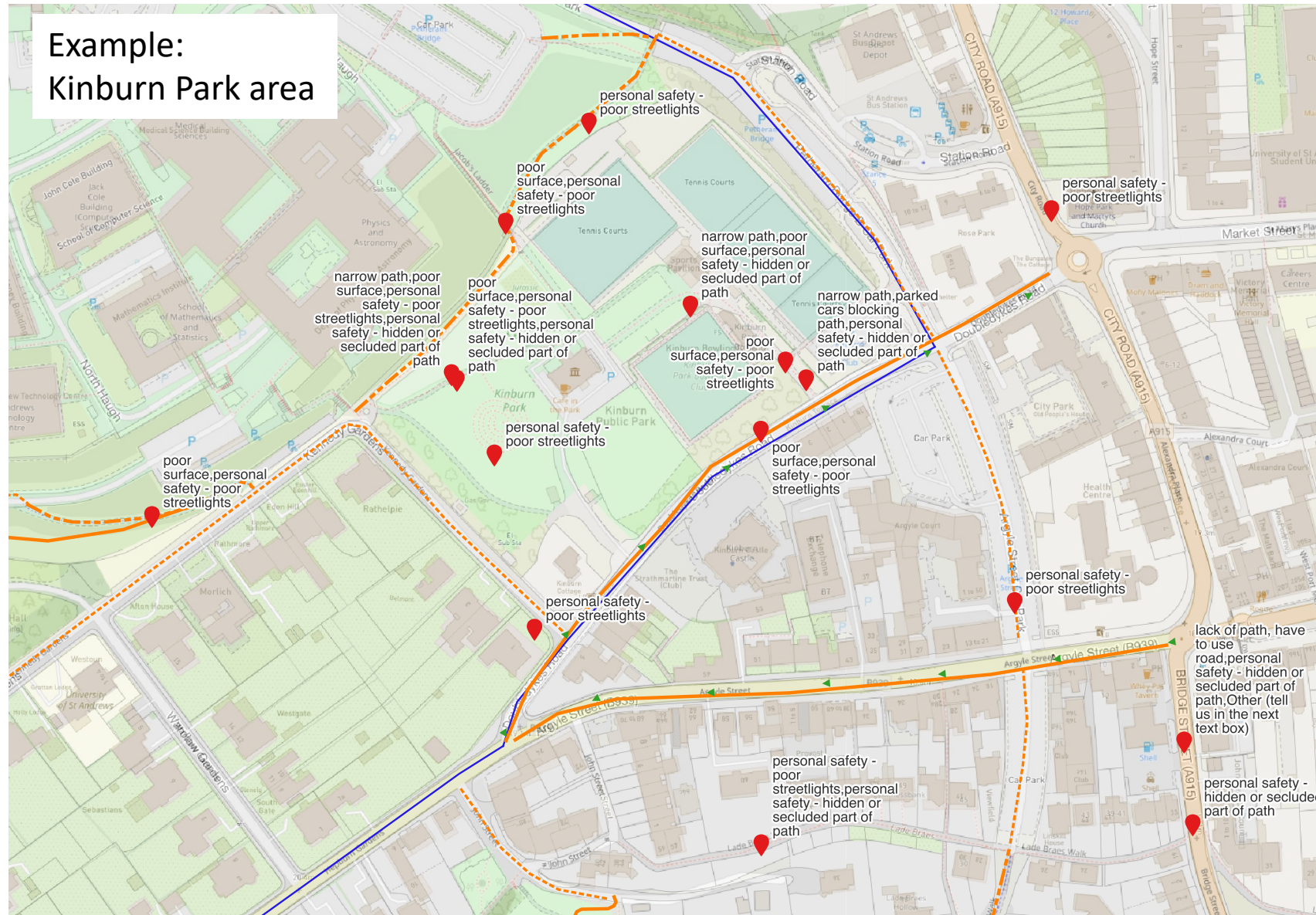
# Favourite and Problem places

This is what it looks like with both Favourite places (green) and Problem places (red) shown together







# Personal Safety responses to Problem places



# Personal Safety responses to Problem places

- The map above shows the Kinburn Park area. This is a busy route for students passing between the North Haugh and the town.
- Clearly there are concerns from respondents about personal safety in this area.
- Further places where personal safety has been identified are shown in the Appendix

personal safety - poor streetlights		48
personal safety - hidden or secluded part of path		33

- The table above shows the total number of category comments for the whole of St Andrews

A few respondent comments

- *Extremely dark set of stairs - a useful shortcut by day, but far too dangerous to navigate at night both from a slips-and-trips perspective and from a personal security one*
- *Bad corner but this road desperately needs safety measures for cyclists and pedestrians. There is zero lighting in the winter and high verge grades in the summer*
- *Too dark at night, area floods if it rains*

# Near miss with vehicles



# Near misses with vehicles

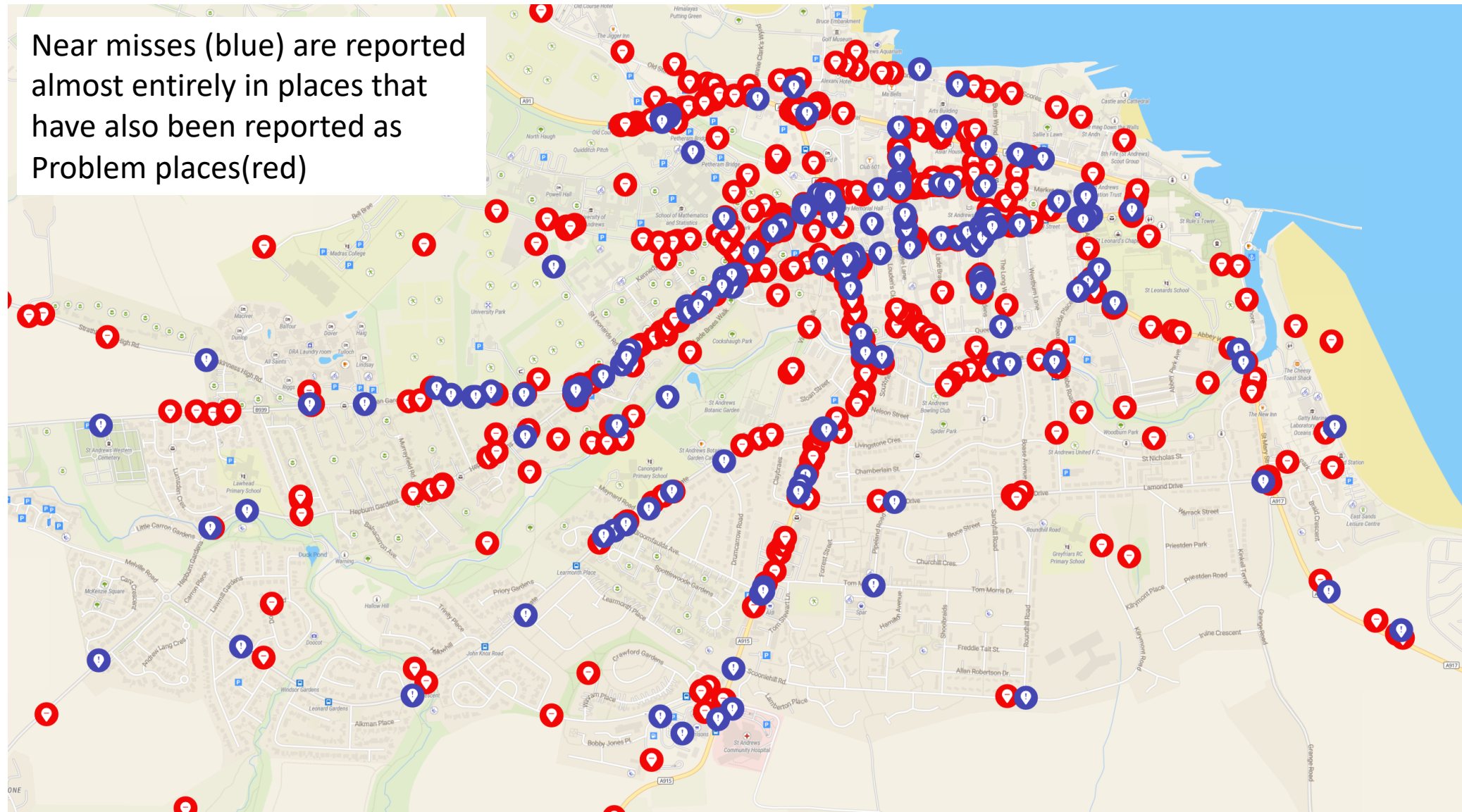
- 232 near miss places were identified
- The map above shows the distribution of more than 200 incidents reported by respondents
- The categorisation of the incidents is shown in the table opposite
- Only 9 out of 226 incidents were reported to the police

Attributes of the those places	
near miss as pedestrian	64
near miss when wheeling or pushing a bicycle	3
near miss when on a bike	135
accident involving a vehicle as a pedestrian	1
accident involving a vehicle when wheeling	1
accident involving a vehicle when on a bike	16
I reported the incident to the police	9
I did not report the incident to the police	217

# Just some of the near miss comments

- I was coming up to the roundabout next to Janettas around 10pm at night. A bus driver speeds around the corner, cutting over the roundabout and forcing himself on the left side of the road almost hitting me off my bike. Two cars behind me saw what happened. The bus driver sees us and he stops and gets out the bus, starts complaining at me for using the road in the first place and it should be for cars only. Two cars behind me said it's not my fault and the bus driver shouldn't be speeding that quickly especially late at night. Then the bus driver kicks my bike and drives off again. The car behind me has a car camera (dash cam I think they called here) and we reported it to the police.
- At night, car cut corner as it turned into junction, hitting me as I was stopped giving way
- here I had a major cycling accident involving a negligent driver who was not looking. I had concussion and went to hospital.
- Cars driving too fast down Queens Gardens
- Waiting at T-junction to turn right and a car, cutting the corner, drove into me as they turned into side road
- New speed humps cause cars to slow and accelerate aggressively as well as swerve to align with humps. This has led to more experiences of being swerved towards as I am cycling inside the cycle lane. This cycle lane is "advisory", broken lines, not compulsory and separated from the carriageway. In the last 3 months, as a daily bike commuter, I have a minimum of once per week that a car swerves close behind or in front of me and once a car swerved into my space, requiring an emergency brake and loss of control of cycle.
- Cars parked in advisory cycle lane on south side of road require cyclists to weave in and out. I am a very well lit cyclist who looks behind every time but cars consistently cross the central road line to accelerate narrowly past me. The Westbound carriageway is contested space at end of school and end of work times, made worse by setting sun. Not expecting miracles to change that but it is a contested space with distracted/frustrated car drivers making cyclists feel uneasy. I increasingly delay my departure from work to avoid 5pm Crush Hour
- Cars exiting Doubledykes Road and cars turning into DD Road frequently drive out in front of cyclists. I have had to slow and brake on frequent occasions because I am a frequent traveller and just expect to be driven in front of. This includes occasions when I have emergency braked and still gently struck the car pulling in front of me (driver accelerated away). A child or less familiar cyclist would rightly assume that a driver had seen them and would wait. I don't know how to fix this but I can only assume that drivers think that cyclists in the cycle lane are all turning left into DD Road. This is a dangerous, higher speed junction.
- Forced into kerb by overtaking car going uphill
- Traffic coming down Buchanan Gardens can't see bikes coming from Hepburn Gardens.
- Many close passes
- Taxi unsafe overtake from behind when turning right

# Problem and Near miss places



# Routes: frequently used now

The maps shows that most main roads are frequently used routes



# Reasons for travel on existing routes

- 439 routes were reported
- The map above shows the existing routes that are used
- The table (right) shows the categories of reasons for making those journeys
- The main reasons were exercise or leisure, shopping, education and to go to play sport.

Attributes of the those places	
For exercise or leisure	152
To shops	109
To school, training or education	99
To work	88
To play sport	45
To friends	42
To the pubs, eating out or entertainment	42
To transport link or lift	19



# Routes: future desired

Some similar routes are shown as desired future routes



# Low Traffic Neighbourhoods

## Low Traffic Neighbourhoods

Low Traffic Neighbourhoods are about reducing through traffic in residential areas (eliminating 'rat runs') and making streets safer places for young people.

In our previous consultation in May & June 2022, 73% of respondents were supportive of introducing Low Traffic Neighbourhoods in St Andrews.

We would like to hear from you about WHERE these would be most effective, and WHAT sort of problem they would address.



Where are there issues with speeding traffic?

Drop a pin where you see speeding traffic in your neighbourhood



Where are there issues with speeding traffic?

Drop a pin where you see speeding traffic in your neighbourhood



Where is there busy through traffic within residential areas?

Draw a line along the relevant street



Where would you like children to be able to play in the street more safely?

Drop a pin in the area that you would like to see made safer for kids

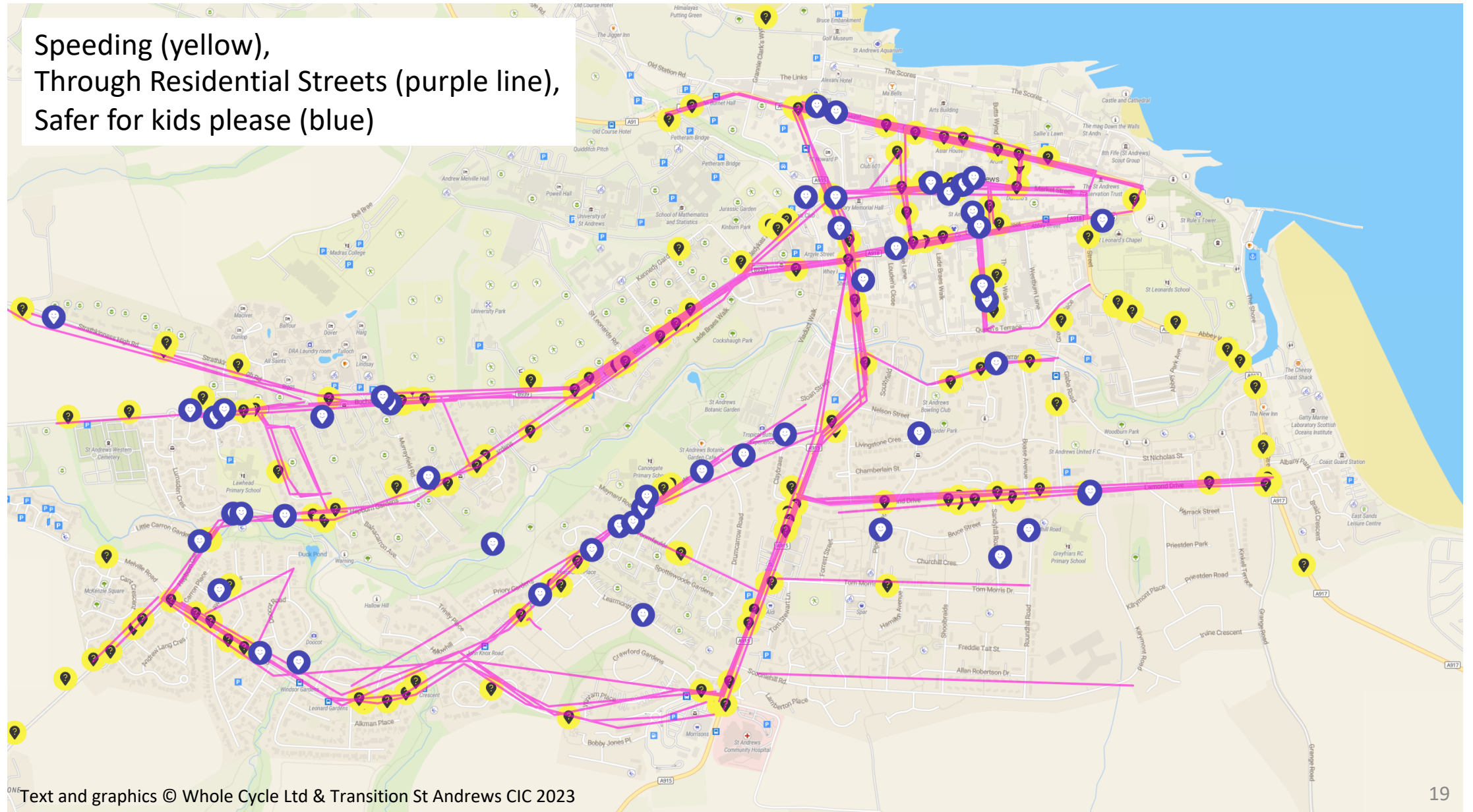


Any other comments on Low Traffic Neighbourhoods



# Low Traffic Neighbourhoods

Speeding (yellow),  
Through Residential Streets (purple line),  
Safer for kids please (blue)



# Low Traffic Neighbourhoods

- The map above shows respondent's desired lower traffic on some key arterial routes such as Hepburn Gardens, as well as some residential routes such as Canongate. It demonstrates a desire for less traffic throughout the town.
- Speeding is an issue throughout the town. The table shows which type of vehicles are speeding

Attributes of the those places	
Cars	211
Vans	136
Lorries	79
Local residents	73
Buses	67
Motorbikes	64
Tractors	24

# Speeding comments on Low Traffic Neighbourhoods

- Tom Morris Drive is not a distributor rd but only a residential road
- It's meant to be 20, with speed bumps that do nothing to slow the cars down. Children are put off from walking on the pavement due to the proximity to the dangerous road
- some (not all) drivers accelerate as soon as they have crossed the mini roundabout where Buchanan Gardens and Hepburn Gardens split. Speed bumps recently added have helped however some drivers now drive very close or even on occasion mount the pavement to try to avoid going over the speed bumps!!
- supposed to be a 20mph zone
- This is probably the most dangerous junction in St Andrews. No access for pedestrians or bikes which have to cross a busy road. Getting out from Balgove Larder is dangerous with overtaking traffic and a bend.
- It seems that motorists see a straight road and put the foot down.
- Coming out of town on Buchanan Gardens, as soon as the last speed bump is past, many drivers put the foot down, use the roundabout as a chicane, and go as fast as they can. It is rare to see many vehicles travelling below the 30mph speed limit after the roundabout

# Conclusion

- Hundreds of detailed responses were received to this map-based consultation
- Nature and peacefulness were the most common reasons to identify a favourite place, and these were mainly on the coast or Kinness Burn
- Problem places were typically along the main roads, and larger roads in residential areas
- Personal safety was perceived as a problem for a significant minority of responses
- More than 200 near misses were recorded while only 9 incidents were reported to the police
- The main reasons for current travel are mainly for exercise or leisure, shopping, education and to go to play sport
- Speeding is considered an issue in many residential areas of the town. Cars and vans are seen as the main problem

# Appendices

Appendix 1: Demographic data

Appendix 2: Location maps of personal safety comments

Appendix 3: Favourite places comments

Appendix 4: Problem places comments

Appendix 5: Near miss places comments

Appendix 6: Travel on current routes comments

Appendix 7: Travel on future routes comments

Appendix 8: Through routes in residential areas comments

Appendix 9: Safer places for children comments