

Royal Burgh of St Andrews Community Council

Agenda – August 2005

There will be a meeting of the community council at 7pm Monday 1st August in the Burgh Chambers of the Town Hall, Queen's Gardens. There will be a short break at about 8pm during which the 200 Club draw will be made.

(Copies of Agendas and Minutes of the Community Council are held at Fife Council's Local Office, St Mary's Place and the Town Library, Church Square. Those from late 1997 on are at <http://www.louisxiv.demon.co.uk/standrewscc/>)

1. Apologies

Patrick Marks, Alex Yabrov, (there may have been others but see 8.3.3.)

2. Minutes of Previous Meeting

Read for accuracy in matters of substance – harangue the secretary for minor errors (spelling etc) outwith the meeting.

3. Presentations

For anyone wishing to address the meeting on a matter relevant to St Andrews. Please contact the Secretary or Chair before the meeting. Priority will be given to those who have been invited to speak or have given advance notice.

3.1. Memory Project

Joanne Persson is a research assistant at the University working on a project looking at age differences in memory, for which she hopes to recruit participants aged between 60 and 70. Are there any volunteers on Community Council?

3.2. Primary School Reorganisation

Colin Fleming, Chair of Canongate School Board.

3.3. Education Service

Education officers John McLaughlin and Neil McNeil to give an overview of Fife Council's thinking on various education questions current in St Andrews and area.

4. Fife Councillors

4.1. Frances Melville (West)

4.2. Sheila Black (South)

4.3. Bill Sangster (Central)

4.4. Jane Ann Liston (South East)

5. Planning Committee

5.1. Minutes

Appendix B: Minutes of 11 & 25 July

5.2. Area Transport Plan Response

[July 5.2.] For information. Due to computer problems and time constraints this isn't included but will (probably) be available separately at the meeting.

Circulated ATP response

6. Matters Arising from Previous Meetings

6.1. Town Bell

[July 4.4.5.] Cllr Jane Ann Liston asked last month if community council would consider funding for an information board in the Town Hall on the town bell would, in principle, be appropriate for an application to the Common Good Fund?

6.2. Newsletter

[July 7.2.] Last month's discussion left open the question of who would organise an occasional newsletter. If there is no one individual could a Publicity Committee be reformed?

(There is already a draft article on file from Chris Lesurf)

7. New Business

7.1. Civic Awards

Ken Crichton has a proposal. A paper will be circulated. We shall probably proceed with excessive caution and formality this time. Attention is drawn to provisions in the *Scheme for Community Councils para 9.4e* for excluding the public from this item, by resolution of the meeting.

7.2. South Street Notice Board

Pete Lindsay suggests: The public notice board outside the Royal Bank of Scotland on South Street will presumably be removed and refurbished over the Lammas Market. There are occasional complaints that this board is untidy, though this is entirely due to its popularity. Should community council offer to keep this tidier on its return – perhaps by clearing alternate sides at the start of the month?

7.3. CLAN

Appendix D: Information from Joe Peterson, and a result.

7.4. The Open

While, given the size of the operation, the Open organisation cannot be regarded as anything but a success there are always some things that could have been done better or can be learnt from. Some issues have been raised in the press recently. Appendix C has some more problems that have come to community council.

To whom should these be passed for addressing next time?

7.5. General Correspondence

- Community Safety Partnership's summer newsletter
- Safer Neighbourhoods – an antisocial behaviour strategy for Fife
- Local Government Boundaries Commission – sends details of where Fife Council must display proposals for the new multimember (4 for St Andrews) ward boundaries: St Andrews Library. Info also on www.lgbc-scotland.gov.uk, representations by 13 Oct 05.

8. Reports from Office Bearers

8.1. Chair

8.2. Treasurer

8.3. Secretary

8.3.1. Workload

I'm falling behind again – even without 8.3.3. striking – not least because of the time to make reasoned responses to ongoing comments on the Nicklaus Affair. Could I have some help with some of the outstanding letters please.

- Co-option
- Blue Flag
- Remembrance wreath
- Web site

8.3.2. Patras Book

Finally presented to the library in the person of Lindsay Cordiner, Community Librarian on 16 July. As chance would have it Ian Mackie, the prime mover behind the enterprise, was in town so I had him do the honours – members will doubtless have seen the press coverage. Thanks to Bette Christie and Ken Crichton for attending for community council, and sympathy to Bill Sangster who was caught up in the Open traffic and didn't make it.

8.3.3. Three Inevitable Things

The third of *Death, Taxes and Data Loss* has struck, so if there's something missing from the agenda please let the Chair or Secretary know at the start of the meeting; we'll try to fit it back in...

9. Reports

9.1. From Committees

9.1.1. Health Education and Welfare

Appendix A: Minutes of 11 July.

9.2. From Representatives

10. Any Other Competent Business

Please notify Chair of AOCB items before the start of the meeting or at the break. Hint: Given that the end of the meeting is often taken in something of a rush, unless items are urgent it might be better to submit them for next meeting's New Business.

Appendix A – HEW Report

By Chris Lesurf (HEW chair)

Health Education and Welfare Committee – Monday 11th July 2005

Present: Bette Christie, Stuart Holdsworth, Chris Lesurf

1. Agreed to support suggestion that members of the CC should be asked to fill in (anonymously) a

survey of their positions in St A. A summary of the statistics (*ie* the numbers in f/t or p/t time employment, s/c, retired *etc*, how long members had lived in St A *etc*) could then be put in a newsletter. The purpose would be to show other residents that we cover a similar range to many of them.

2. Agreed to consider trying to increase the use of the cafe area of the Cosmos Centre. The Centre is used by large numbers as members of organised groups but not as a meeting place for individuals. This leaves the cafe area empty for most of the afternoon (which I only discovered by doing a computer course in the adjacent learning centre 3 afternoons a week). There are facilities for making one's own tea/coffee for 30p/cup and buying sweet snacks. There is also free internet access via 2 computers owned by the Cosmos (not Fife Council so they might well be working when, as happened the other day, none of the council's are).

I would be willing to be there for a couple of hours one day a week and hope that other CC members would be willing to take turns to be there too. Stuart Holdsworth agreed to consider doing so. This could then be advertised in our newsletter as an opportunity to meet CC members, use the computers *etc*.

If a few more people decided to use their community centre then we could ask more volunteers to take part and extend the invitation to more afternoons.

I wrote to the management committee of the Cosmos Centre in May to find out if they would consider encouraging the use of cafe area. They replied saying they would prefer a couple of their members discussing the matter with a couple of CHEW members before any decisions were made. Therefore I wrote to them saying that I would ask the CC to approve such a meeting, and let them know after our August meeting.

3. Ease of wheelchair access to shops *etc* in St A.

We had considered doing our own survey but Bette Christie said that she knew that Ian Hamilton (of the Vine Leaf restaurant) had already done something similar and she would ask for his information.

4. There had been a misunderstanding about whether CHEW still existed and new members had to find out for themselves what committees met when and where, it was agreed to suggest that each new member should be given a booklet including the main rules of the CC and how it is run.

Appendix B – Planning Minutes

Planning Meeting – 11.7.05

Present: I Goudie, B Christie, G Davidson, P Lindsay, P Uprichard. Apologies: B Ryan.

1	Castle Cliff, The Scores	internal and external alterations	N.C.
2	2 Hay Fleming Avenue	erect detached domestic garage	N.C.
3	36 Allan Robertson Drive	two-storey extension	N.C.
4	187 South Street	non-illuminated lettering and projecting sign	Obj materials PL
5	Students Union	non-illuminated projecting sign at the ATM	Obj materials PL
6	8 Priestden Road	domestic garage	N.C.
7	14 Irvine Crescent	dormer extension	N.C.
8	1 Armit Place	conservatory extension	N.C.
9	North Haugh	cycle shelters (Purdey Building and Maths Building)	N.C.
10	15 Trinity Place	extension to dwellinghouse, demolish existing	N.C.
11	19 Church Street	display of sign	N.C.
12	9a Kilrymont Place	renewal of outline consent for dwellinghouse	N.C.
13	Mcintosh Hall	new railings at main entrance and highlighting of other steps, plinths and entrances. New galvanised mild handrails painted black to match existing	N.C.
14	247 Lamond Drive	dormer extension	N.C.
15	35 Kilrymont Road	two-storey rear extension and two front dormers	N.C.
16	2 Priestden Park	extension to dwellinghouse	N.C.
17	14 South Street	install sprinkler system to listed building	N.C.
18	Scott Lang building (observatory)	erect cycle shelters	N.C.
19	University library	cycle shelters	N.C.
20	John Burnet Hall	new handrails, amended car parking layout to improve access	N.C.
21	Castle Cliff	cycle shelter	N.C.

The planning consent for Hamilton Hall was read out to the Committee

B.2. Planning Meeting – 25.7.05

Present: I Goudie, G Davidson, B Christie, R Douglas, P Uprichard. Apologies: P Lindsay.

1	Balrymonth Court	play area improvements	N.C.
2	Pedestrian crossing (Toucan)	(a) Hepburn Gardens at Lawhead School (Toucan) (b) Lade Braes, Melbourne Brae Toucan (b) is in a difficult place to stop cars, and difficult for cyclists going uphill. There will be increased noise and fumes for residents on Melbourne Brae.	This should be put to the full Community Council, with a note of the drawbacks [April 4.4.7.]
3	Forgan House	internal and external alterations – retail/office space to form ball-testing facility	N.C.
4	Whey Pat Tavern	change of use and alter outbuildings and courtyard to form part of a public house and beer garden	N.C.
5	St Andrew's Episcopal Church	internal alterations including disabled toilet	N.C.
6	205a South Street	3 person HMO	N.C.
7	142 North Street	internal alterations to dwellinghouse (retrospective)	N.C.
8	10 Hope Street	install sprinkler system to listed building	N.C.
9	24 Market Street	alterations to dwellinghouse including dormer extension, new door, windows, and balcony screen	N.C.
10	54 Lamberton Place	change of use of public space to garden ground	No plans
11	St Andrews Bay Hotel	erect toilet block/shelter on golf course – Devlin and Torrance courses	Plans coming
12	53 Argyle Street	replacement sliding glazed doors	N.C.
13	15-16 Howard Place	change of use and alter two flats to form one flat (HMO) including exterior vents. 4 persons.	N.C.
14	St. Regulus	install handrails, form parking spaces to improve disabled access	N.C.
15	Rose Park	erect 3 terraced houses	N.C.

Appendix C – The Open

1. Sent to community council

May I ask the CC about another subject – if the Open returns to St Andrews in future, might the residents of this town and its retailers be put on the top rung of the list of priorities instead of the bottom one, as this time???

This is meant positively. I have nothing but praise for the police, and the holiday atmosphere in the town was delightful. All the same, North Castle St was like a motorway from 6am to 10pm and quite exhausting. I hope it didn't undermine our house foundations!

1. Leuchars station. There was poor provision for people to set down or pick up travellers. I knew the car park was closed, but it came as a shock to find the approach roads closed also. The policeman on duty at the top of the road couldn't tell me where Leuchars primary school was (my children are grown up!) because he came from elsewhere. So I had to park at the houses and walk about a mile. Fortunately it wasn't raining and my daughter didn't have much luggage – when I took her back we were passed on the narrow road by bus after bus, making it a hazardous walk. Surely one part of the car park could have been reserved for local people to set down and pick up.

2. North Castle Street. We were told to take our cars off the road from the 10th to the 17th and that a reverse traffic flow would be in operation. From Monday through Tuesday visitors parked unchecked, and there were cars parked without permits in the residents' allotted spaces on the Scores. I needed my car on Monday afternoon and went south as requested, only to meet 2 cars head-on coming down from North St. I had to back down to the Scores – when I tried to exit at Murray Park I met another car head-on trying to go the other way from North St. It might have been a nasty accident and I was totally confused. The police told me that orders weren't in place until the Wednesday, so why couldn't residents have been left in situ till then?

3. Retailers I'm not a retailer in the town but heard from them. One had to receive deliveries before 7am which meant the poor chap had to get up at 4am. One was not allowed deliveries at all. Another had to close her shop while she cruised around looking for a car space so she could go to the bank. And now they've received letters from Inland Revenue checking up on their lost earnings! Wouldn't it be kinder to allocate one car space to each shop so they can carry on their business? I feel quite strongly that residents and workers should come first – they have enough trouble coping with the swollen traffic (it took me nearly an hour to return to Leuchars station with my daughter because a bus had broken down on the Guardbridge Road and the police were giving priority to traffic coming into the town).

Any idea when Union Street will be resurfaced? Do we have to wait for an accident?

2. Spotted on the internet

The following was spotted in the internet, from a St Andrews resident, responding to someone who couldn't get his regular bus in from Kingsbarns to St Andrews as it was full, of Open attendees he

assumed.

Similar feelings about the bus situation at Leuchars. It was a pain getting in and out. On the way in I had to lug my case up the stairs because the ramps were for those coming in to see the golf! >:-| However one of the many station attendants took my case down the other set of stairs – but only because they didn't want me using the ramp on the way down and therefore get in the way of Golf attendees.

On the way back it was also a pain because I had to cross the road which I didn't feel comfortable doing, either lugging or rolling my case, because of how fast the cars normally pass Leuchars station. There was also the annoying thing of some rather elderly local people who not only had to walk further to catch the bus into St A but also had to navigate the road with their own luggage. (Just strikes me as plain wrong.)

Appendix D – CLAN

From Joe Peterson

Steven Jones from the CLAN gathering asked me if the CC would be willing to assist him again this year in finding something tangible to do to mark their visit to the town as a way of saying thanks. I have arranged for a musical session at the bandstand for the benefit of towns people and visitors on Tuesday 26th at 3pm finish 4.30pm.

On the same day I have also arranged with the co-operation of the Preservation Trust [with possibly some of the friends of the Botanics], to have a clean up of the Trusts wildlife woodland at the end of the Lade Braes past Priory House.

Fife Council are kindly providing the equipment and a skip for the rubbish without charge. This is a joint effort by a number of groups and the input from the members of CLAN is much appreciated. The CC would once again this year wish to extend the hand of friendship to the many members both staying in the town with their families and to the many day visitors to the Gathering.

Ian M. Christie, convenor of the Preservation Trust's Environment Committee, writes:

... on behalf of the St Andrews Preservation Trust to express our appreciation of your Council's part (and in particular Mr Joe Peterson's) in organising the CLAN volunteer group's "work party" to the Lawpark Wood.

A great deal of very useful maintenance – strimming, trimming, lopping and removal of rubbish from wood and burn – was enthusiastically completed.

Correspondence

Post received

Date	from	subject
30/7/05	Preservation Trust	Thanks re CLAN
30/7/05	St Andrews in Focus	Invoice
30/7/05	Fife Police	New Divisional Commander
30/7/05	Fife Community Safety Partnership	Newsletter summer 05
26/7/05	Mrs Ferguson	Hon Cit
26/7/05	Fife Police	Community Newsletter
26/7/05	Local Gov Boundary Commission	Boundary Review
20/7/05	Ian Mackie	Presentation
20/7/05	SYHA	St Andrews Launch
16/7/05	Community Services	Best Kept Town etc
15/7/05	Forestry Commission	National Forest Land Scheme
14/7/05	Orange	Network newsletter spring 05
8/7/05	Scottish Executive	Modernising the Planning System
6/7/05	St Andrews Episcopal Church Vestry	Planning pre-application
4/7/05	Flora Selwyn	St Andrews in focus July 05

Area Transport Plan Response

Circulated at the meeting

Response to the East Area Transport Plan 2005-2010.

PROPOSED ACTION PLAN	
Measure	Implementation
Bus Station Redevelopment to form a strategic interchange	
Improve current infrastructure, information and access, including CCTV and link road.	Partnership funding through the Scottish Executive. Short Term by 2006.
<p><i>The Community Council welcomes moves to improve the supply of information at the bus station. Although the Community Council has previously expressed reservations about excessive use of CCTV, most of us would accept that the bus station is one of the more appropriate locations for CCTV.</i></p>	

The Community Council strongly supports the idea of a strategic interchange in the bus-station/Petheram Bridge area, but believes that the goal should be that such an interchange should also incorporate a rail station. Strategic planning for this area should include a rail link, thus avoiding the unnecessary costs of further redesign once the means for providing the link are in place. The site plan should be such that passengers should have no more than a SHORT walk between the railhead and the bus-station, the taxi-rank or the car-park.

Park & Ride

New 500 space Park & Ride site at North Haugh with new link road onto A91. New generation of park and ride sites to be developed to East Sands Leisure Centre and West Sands.

Partnership funding. Short-Medium Term (2005/10)

The Community Council welcomes attempts to discourage visitors' cars entering the town centre. We would have been opposed to any new Park & Ride site which conflicted with the desired alignment of the rail-link, or which made it less likely that the rail line be brought close to the bus station, but we understand that the proposal for a new such site beyond the North Haugh has been dropped. If suitable locations can be identified, we would support new Park & Ride sites at the East Sands Leisure Centre and West Sands. Whilst acknowledging that the evidence to date is that Park & Ride has attracted more support from tourists than residents, we would be supportive of extension of the months of operation.

Petheram Bridge/Bus Station Car Parks

Additional parking provision at Kinburn Tennis Club. Restrict vehicular access, except for the P&R bus, pedestrians and cyclists between Petheram Bridge Car Park and Bus Station Car Park.

In partnership with SEF who are the possibility of relocating the tennis courts to provide additional parking. Medium Term (2007-2010). Next stage of Bus Station Redevelopment project. Medium Term (2007-2010).

Additional parking provision at Kinburn Tennis Club would meet with support from many members of the Community Council, as increased parking provision near a strategic interchange or rail-head is likely to be necessary.

We assume there is no change in the previous proposal to allow taxis access to the bus-station from below. We are not aware of any problems arising from the minority of drivers who go between Doubledykes Road and the A91 via the car park road: this can help to reduce pressure on City Road (particularly when there are road works on the latter!)

St Mary's Place

Environmental Improvements to main gateway to town centre.

Implementation as part of Bus Station project. Short Term by 2006

Many members of the Community Council support the 'environmental improvements', to St Marys Place, subject to the comments in our detailed submission. There is, also, however, a belief that such improvements should not be at the expense of routine maintenance, particularly to road surfaces.

South Street

Ongoing Environmental improvements, including rationalising on-street parking arrangements.

Short Term by 2006

The Community Council has previously submitted an objection to aspects of these proposals.

Town Centre Pedestrian Zone

Pedestrian priority in the town centre area, including Market Street and the Fountain area.

St Andrews Public Realm Consultation (Autumn 2004)

Aim to maximise benefits for pedestrians and cyclists, reduce vehicle dominance, speeds and accidents whilst maintaining essential access consistent with strategy objectives. Aim to enhance the Conservation Area including the removal of unnecessary signs and road markings.

Consider restrictions on vehicular traffic at certain times and certain days. (Monday to Saturday - 11.00 to 17.00). Improve streetscapes, through environmental improvements to reduce vehicle dominance, speeds and accidents. Implement Signing Strategy for St Andrews. Short Term by 2006.

The Community Council supports the removal of unnecessary signs and road markings. It has for many years opposed further pedestrianisation in the town centre unless the viability of the centre is maintained by the provision of an equivalent number of parking spaces close to the centre to compensate for those lost. We have also had major concerns about the effects of road closures on traffic flows in the centre, and their implication for surrounding roads. Many members of the Council are, however, attracted by the prospect of pedestrianisation, if the above practical problems could be satisfactorily resolved. We would prefer to see any proposed changes to traffic flow examined experimentally over a suitably representative portion of the year, rather than just tested on Paramics, before they are set in concrete or expensive stone. If such experiments are successful, and if new parking provision is found closer than Petheram Bridge, pedestrian priority in Market Street and the Fountain area could prove acceptable to

the public. It must, however, be remembered that the centre of St Andrews is not just a centre for major shopping expeditions: residents need easy access to get to 'Áúcorner shops'Áú, which are missing from many parts of the suburbs, as well as places like the library, dental surgeries, etc.

West Port Junction

Promote experimental Order to restrict vehicular access, except for pedestrians/cycles.

Monitoring of existing temporary closures and Paramics modelling has shown improved traffic flow on South Street and Bell Street. Marginal traffic impact on City Road and St Mary'Áôs Place. Promote experimental Order. Medium Term (2007/10)

Some members of the Community Council are attracted by this proposed experiment. Considerable care needs to be taken, however, about the combined effect of this proposal and the proposal to have pedestrian priority in Market Street. This will make eastbound travel near the centre considerably harder, and will have knock-on effects on North Street, Kinnessburn Road and Lamond Drive. We recall the traffic flow problems that were experienced when the flow through the West Port was reversed and would be interested to examine the evidence that suggests that the current proposal might prove successful.

Church Street Pedestrian/Cycle Improvements

Increase width of pedestrian footways. Consider contra flow cycle lane with measures to reduce vehicle, cycle and servicing conflict.

Design and consultation scheme EATP works programme 2004/05

The Community Council has previously expressed its opposition to a contra-flow cycle lane here for safety reasons. Many members would support a widening of the footways. Whilst we are opposed to making cars queue unnecessarily (creating unnecessary pollution), the mini-roundabout has reduced the need for a two-lane exit from Church St.

Bell Street Pedestrian/Cycle Improvements

Narrow footways with pedestrian flows over 1500/hr.

Remove on-street parking, and widen footways. Medium Term (2007/10)

Some members of the Community Council are attracted by this idea, but the removal of parking would again conflict with the Community Council'Áôs position on pedestrianisation, unless convenient alternative parking were found. It remains advantageous to have a two-lane exit from Bell St in order to aid traffic flow and reduce pollution from stationary vehicles.

Doubledykes Road corridor improvements

Make Doubledykes Road one way eastbound and introduce westbound contra flow cycle lane between Hepburn Gardens junction and mini roundabout at car entrance. Remove mini roundabout at car park entrance.

Main cycle route into town centre with over 300 cycles per day using this route. To be implemented as peripheral car parks are expanded and pedestrian and cycling demand increases along this corridor. Medium Term (2007/10).

We would support the removal of the mini roundabout at the car park entrance, but are opposed to the proposal to make Doubledykes Road one way. We are aware that such a change would force all westbound traffic on to the West Port roundabout. We note that an off-road cycle route to Kennedy Gardens could be provided across the former tennis court area and the edge of Kinburn Park.

Parking

Develop and Implement Parking Action Plan.

Implementation through EATP works programme by 2007.

It is regrettable that such a substantive change to the parking policy is being pushed through under the cover all the other Fife Council consultations. Aspects that require particular care include:-

- (i) The extension of charges to the "outer zone". What will the social effects of this be? (Making these properties less desirable to local people, and more likely to be bought by wealthy students?) What will the environmental effects be? (Greater incentive for householders to construct off-road spaces, with consequences for the appearance of the area and road safety)*
- (ii) Extension of the charging period. Previous reductions of the time period have been helpful and met with local support.*
- (iii) The introduction of a "Pay and Display system" appropriate for the conservation area and the historic town centre.*
- (iv) "Reconfiguration of parking spaces" is a euphemism for further reductions in the number of spaces.*

Tourist Coaches

Designated coach parking in Petheram Bridge and

Implementation through St Andrews Parking

Bruce Embankment car parks	Action Plan. Medium Term (2007/10)
<i>The CC is in favour of this. Further provision at the East Sands may also be desirable, if a feasible arrangement can be found.</i>	
Golf Place	
Investigate the possibility of a Traffic management system involving the creation of a one way system (northbound) using Golf Place, The Scores and Murray Park.	Investigate feasibility through option testing of the St Andrews Paramics Model. Medium Term (2007/10).
<i>The CC is in favour of this proposal, provided traffic signals are introduced at the Murray Park exit.</i>	
The Scores (Golf Place to Murray Park)	
Improve parking management and service loading. Reduce junction width with Golf Place to improve pedestrian safety.	Designate parking on the north side of the street for coaches and service vehicles. Medium Term (2007/10)
<i>Reduction of the width of Golf Place is feasible and desirable if and only if the above one-way scheme is deemed viable. How does this proposal for coaches square with the above proposal? There are already coach bays by the British Golf Museum. In general coach parking should not be in prominent areas, nor on steep slopes. It is desirable to retain some parking for the hotels and the nursing home.</i>	
Pedestrian/Cycle Facilities	
Implement new crossings on A915 Largo Road/Broomfaulds Ave, Bridge Street, Hepburn Gardens and Pilmour Links/Granny Clarkes Wynd	Implement through EATP works programmes (Short-Medium Term 2005/2010)
<i>The CC is likely to support proposals for new crossings, subject to the exact locations being acceptable. The CC continues to support the replacement of Petheram Bridge rather than the installation of a crossing in Pilmour Links.</i>	
Lade Braes	
Enhance routes for walking and cycling as part of Safer Routes to Schools for Lawhead and Canongate Primary Schools.	Design and consultation 2004/05 as part of the EATP Works Programme. Partnership funding Medium Term (2007/10)
<i>A majority of the CC support the continued use of the Lade Braes by cyclists, which we understand is no longer illegal. Nevertheless appropriate steps should be taken to keep pedestrians and cyclists apart wherever possible (as in the excellent Viaduct Walk scheme.) Safety rails should be installed where needed, and some resurfacing is required. As this CC noted in the 1990s, if there is the political will to really invest in cycling, a separate path for cyclists on the southern side of the Lade Braes might well be feasible, at least west of Maynard Road.</i>	
School Travel Plans	
Develop School Travel Plans and associated Safer Routes to School projects by 2010.	Madras College, Cannongate PS, Lawhead PS, Langlands PS, Greyfriars RS PS, St Leonards
<i>The CC has long supported the principle of Safer Routes to School, but reserves its position until precise proposals are available. Some community councillors favour no-parking zones in front of schools.</i>	
Kinnessburn Road	
Implement speed reduction measures to discourage non-essential vehicle access.	Funded through developer contributions. Short Term by 2006
<i>In principle, this is desirable, but only if there is a coherent overall traffic plan. It is not viable to dissuade east-bound traffic on all of South Street, Kinnessburn Road and Lamond Drive. Appropriate road design is preferable to cruder measures such as speed bumps.</i>	
The Links	
Review parking arrangements and consider restricting non-essential vehicle access.	Medium Term 2007/10.
<i>The CC supports this provided there is full consultation with those parties likely to be most affected, including the golf clubs and the disabled.</i>	
The Pends	
Implement Traffic Order to prohibit through traffic.	Medium Term 2007/10.

<i>The CC supports some traffic control here, but one-way southbound may be preferable to complete prohibition. The impact of the necessary signage should also be considered.</i>	
The Scores	
Review waiting restrictions and parking arrangements	Medium Term 2007/10
<i>A majority were in favour but one view was that there should be no actual parking charges, just amended/increased restrictions.</i>	
Development Opportunities	
Ensure that all new developments consider the wider transportation issues.	On-going through mitigation measures.
<i>The CC strongly supports the view that wider transportation issues must be taken into account for all new developments. The failure to do so for past developments such as St Andrews Bay has increased the pressures on the already strained infrastructure of the town.</i>	
Business Travel Plans	
Continue working with the University and St Andrews Bay to ensure that their Travel Plans are monitored and targets reviewed.	Review annually.
<i>The CC is in favour of this, especially if it leads to targets actually being met. If Green Travel Plans are used to secure planning consent, subsequent monitoring should be thorough.</i>	
Bus Infrastructure and Information	
Improve access to information at bus stops. Provide necessary in-terchange information between bus and rail at key rail stations/bus stops including the development of partnership initiatives for real time information.	Through Bus Passenger Information Strategy. Medium Term 2007/10.
<i>The CC is strongly in favour of the principle of better information provision. Care must be taken to ensure that information on bus-stops is not unsightly.</i>	
20mph zones	
Develop 20mph zones in the central area, residential streets and at schools.	Implement a combination of physical and non-physical measures following extensive consultation. Short/Medium Term
<i>The CC supports 20 mph zones outside schools. Noting that "central area, residential streets and at schools" means just about all of St Andrews, we would wish to see much more detail before endorsing other zones.</i>	
Rail link	
Tay Estuary study concluded that a rail link was not feasible as the running costs were too excessive. Significant development of St Andrews in terms of housing and business opportunities is required to support a rail link.	Long term vision (2020). Safeguard route of rail link from development in the St Andrews & East Fife Local Plan.
<i>The CC is against the weakness of this proposal. The Structure Plan should require that the route be protected in the Local Plan. It is not enough, however, just to safeguard the route; a rail link should be implemented as soon as possible (e.g. using Professor Hazel's methodology). We note that the study cited by Fife Council only took into account people travelling by train to Dundee and ignored the presumably far greater numbers travelling to Edinburgh and the south. We further note that Wormit and Newburgh, both much smaller than St Andrews, are to have stations.</i>	
Outer Relief Road	
A bypass route from the A91 to the A917 would need partnership funding as there is currently only around 7% of traffic classified as through trips and is therefore not economically viable.	Possibly developer funded through Local Plan process. Long Term (2010 and beyond)
<i>A majority of the CC is vehemently against this proposal, noting that new or wider roads increase traffic - they do not make it faster but that they do encourage more commuting. It would also make a mockery of the current, already lax, green belt proposal. On Fife Council's own figures only 7% of traffic is bypassing the town, so the proposed Outer Relief Road is unjustified.</i>	