

## **North Fife Cycling**

***We aim to support and develop all forms of cycling in North Fife***

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### **North Fife Cycling group**

A number of us have been enjoying cycling together throughout North Fife and surrounding areas for the last 6 years. We have individual memberships of both Cycling UK and Scottish Cycling and our group now ranges from life long cyclists to people who have just started cycling in the last year or so. We live in North Fife, have commuted by bike, enjoy family cycling, touring and recreational sports cycling (up to club racing level for some) for our health benefits as well as being involved in running cycling events for other people to cycle more in North Fife.

In 2017 we set up a community cycling group (Taycoasters) supported by Cycling UK's Big Bike Revival project officer. As qualified ride leaders we took out beginners to introduce them to cycling and later ran a series of development sessions bringing together a wider range of people keen to promote cycling locally. As well helping set up childrens cycling sessions in the autumn that were very popular we carried out a survey of local peoples cycling experiences which received a large response showing how much people wish to cycle more in this area as well as their concerns about doing so, in particular about safety.

In spring 2018 the Taycoasters group formed this constituted group (North Fife Cycling), elected a chairperson, secretary, treasurer and committee. This is our first application for community funding for cycling and we draw on a wide range of backgrounds: a wide variety of professional work experiences and skills in project management, team leadership, research, business and community working.

We have 23 full members and a further 88 supporters. We also have support from local Councillors, links with Fife Council Transport staff involved with cycling, as well as Fife's Cycling Development officer. NFC also has links with other cycling groups in North Fife and surrounding areas.

We took part in the recent Fife Council Active Travel for St Andrews and North East Fife summit meeting – presenting ideas and papers that form the basis of this application. (See references here for links to these reports).

We have met representatives from Cycling Scotland and Sustrans and had informal discussions about some of the proposals here. We continue to be a Cycling UK community cycling group and would like to extend our memberships by joining Scottish Cycling as well to be involved in both national cycling bodies as a local group.

### **North Fife Cycling Survey 2017**

Over 370 people completed this online survey last summer. Two thirds of people replying lived in North Fife and one third cycled here but lived elsewhere.

- People wanted to cycle more which is in line with national Scottish and UK surveys
- **The most significant concern most people had was the need for safer cycling.**
- So we have focused this funding bid on ways we think cycling can be made safer in North Fife.

### **Our Proposals for Improving Cycling**

1. **The North Fife geographical area** we are concentrating on is north of A91 St Andrews-Guardbridge-Cupar main road, & east of A913 Cupar-Parbroath crossroads-Newburgh main road.
2. **The proposals here build on existing cycling infrastructure** in North Fife, focus on joining up networks of routes in North Fife to link with plans of adjoining areas (SASC St Andrews Space for Cycling; Sustainable Cupar; Dundee Council/Cycling Forum; East Neuk 50 route).
3. **Our focus is on providing safer routes** for -
  1. Increasing Active Travel commuting by bike including links with public transport.
  2. Children and families getting to schools and facilities by bike.
  3. Cycling as a healthy option for all ages and abilities.
  4. Increasing local business incomes by promoting cycle recreational tourism to bring in more visitors.
4. **Cycling Scotland Cycle friendly communities fund is open for us to apply for** as a constituted community group and does not require match funding from Fife Council. We are applying for the maximum possible grant of £20,000 as follows:-

#### **Application Budget Summary**

1. Wormit Newport Nature trail ramps upgrade	£16,000
2. Traffic calming and alternative route signs	£ 1,000
3. Children Cycling	£ 700
4. Adult Beginners and Bike fixing	£ 350
5. Improving health by cycling ; incoming tourism	£ 450
6. Community consultations & promoting cycling	£ 200
7. NFC costs and memberships	£ 350
8. <b>Changes after consultation to bring total to</b>	<b>£20,000</b>

## Proposal Details

### 1. Wormit-Newport Nature Trail - £16,000

*To reduce access point slope gradients & steps. Also improve junctions including speed calming and signage at road crossings.*

This path is based on the old railway line, mainly a flat, wide path with a grit surface. Reducing the access slopes gradients & providing alternatives to steps would make this safe off road path usable by more people. As well as reducing commuting in traffic for cyclists during busy times on the B946 through Wormit & Newport, this would improve access for parents with pushchairs going to local schools, make it easier for people with mobility problems or poorer health and could also open up wheelchair access for people to enjoy this area of the natural environment more.

We propose centring this funding on first improving the access closest to Wormit school at Flass road. If any of our other proposals are not approved or cost less than budgeted for then any additional funding becoming available in this community development grant could be allocated to this major development. This could also be added to Sustrans Safer Routes to Schools funding which we understand is the subject of another application for Newport-Wormit schools cycling access by Cllr. Tepp and colleagues.

Improving this off road corridor for cycling would provide improvements. Starting from Wormit school to the west to connect to provide an active travel link to new housing zones at Kilmany Road via Birkhill Ave (a 20 mph quiet road) and Sustrans 777 route exiting Wormit. Connecting east to Waterstone Sports Hub, to minor roads down to Newport village, to the GP surgery and pharmacy, to Newport school and its traffic calming area in progress, to the existing path from Norwood to the Tay Road Bridge for commuting into Dundee and connecting with Tayport & NCN1 coastal Sustrans route.

### 2. Improved Traffic Cycling awareness and route signs on key routes - £1,000

Where visibility is limited and/or cyclists are also commuting at peak times, especially in the dark, warning traffic of high use cycling routes will improve safety. Locating poles for these signs in places that could also be used later on if speed reductions from 60 mph to 40mph or less (following consultation) were approved would reduce duplicate installation work. Reduced speed at key points would also be safer for local residents having traffic going to fast past their houses as well as making cycling safer.

Locations we think are priorities are -

1. A914 Drumoig-Forgan cemetery turn. Avoiding this busy A road section by signs to route cyclists through Drumoig (using Core Path 55) from minor road junction (from Five ways) by Drumoig connecting with minor road by Forgan cemetery. Also the

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current path through Drumoig to path junction with Tayport B945 at junction with Craigie /Kinshaldy road is another off road route option linking to Kinshaldy.

2. Wormit – Fife ways roundabout especially through Links wood.
3. NCN 1 national coastal route between Leuchars and the turn towards Kinshaldy.
4. Points along Sustrans 777 Wormit to Newburgh - with bends and houses already displacing their own slow traffic signs – Coultra Farm, Hazeleton cross roads, Balhevie, Parkhill.
5. A92 – on main A92 between junctions to Luthrie and Moonzie for cyclist having to travel this section of A road to make a staggered crossing North/South minor roads.
6. We note that speed calming measures are already in place in Perthshire using 40 mph Cycling/Walking route signs and are effective (eg Kingoodie-Erral). There is scope to reduce maximum speeds on a number of minor connecting roads in North Fife to enhance the safety of people walking on rural byways as well as cycling. Most traffic already drives safely at lower speeds but the danger comes from those who think a 60 mph road is the speed they should drive at always without considering others or prevailing conditions. Reducing legal maximum speeds would allow police to enforce speed reductions if required. These improvements in rural areas would match the 20 mph zones appearing in urban areas to improve safety.

### **3. Promoting Cycling for Children - £700**

Promoting cycling for children and families can encourage children to build on their bikeability school based training skills and confidence by using their bikes more with their parents and later by themselves. The popularity of Tentsmuir trails and success of events like CycloFun (Rotary Clubs in North Fife) show that events for family and children can be a good way of encouraging people to extend where they go, providing advice and contact with others. Not just one off events but regular off road child cycling sessions can create local cycling opportunities in school holidays to help promote active lifestyles for children and reduce future health costs. This money would be used to support events like CycloFun or other local cycling for children activities. Tayport with its new Community Hub, adjoining football ground, flat grass common and access into Tentsmuir is a great children's cycling location for regular off road sessions.

### **4. Adults Beginning Cycling - £350**

Local cycle shops in North Fife provide great bike fixing services and new bikes sales (as well as other services such as bike hire). In a dispersed rural area not everyone can get to these locations; not all beginners are looking to start with a new bike or eligible for the bike to work scheme to fund a new bike. Local Beginner cycling groups (eg Cyclestart Tay Coast and Bike 'n Blether) would benefit from some funding support for advertising etc (£25 each). Mobile Dr. Bike sessions and refurbished bike sales from charities like Bike Station Perth can provide one off bike fixing services and promote cycling at other locations (costs per day currently £100, 3 visits spring 2019, locations tbc).

**5. Health Promotion of Cycling and Increasing Cycle Tourism income for Local Businesses - £450**

Cycling Scotland commissioned an independent analysis of cycling (2017) that found that £270m of the £350m benefit cycling brings to the Scottish economy comes from cycle tourism. (Earlier on the same day I was first drafting this report I met tourists from Belgium and Norway in North Fife and using the NCN1). The NCN1 national coastal route is popular between Aberdeen-Edinburgh and we support the improvements suggested in the 'East Neuk 50' route proposals.

We would support the new Tayport Community Hub/cafe/campsite development based on the NCN1 by providing a set of tools available at Tayport Hub for emergency bike repairs - tools that cyclists do not routinely carry but would get them onward to the nearest cycle shop for repairs - these tools can also be used by local people to maintain their bikes.

We would also fund a secure pod for locking two bikes and equipment in overnight for cycle campers at Tayport Hubs planned campsite. This could be bookable and managed by TCT Hub.

To promote cycling across North Fife and exploring this great area by bike beyond the NCN1 we would also prepare easy to use cycling information folders to give to local cafes etc to promote food stops, places to visit, safer routes etc. This could attract return visitors to this area and also spread the business income gains across North Fife.

**6. Community Engagement with Cycling - £200**

We intend to hold small meetings to promote cycling, continue our community consultations and help make people aware of positive steps being done to make cycling safer and enjoyable for all locally. Many cycling developments have concentrated on bigger centres of urban population with key routes for active travel and commuting showing that when infrastructure and safer cycling routes are provided people do cycle more. In the rural, dispersed population area of North Fife whilst starting with larger population centres such as Taybridgehead, different approaches may be needed for driver behavior change and safer cycling given the wide network of routes people use here. Increasing our local engagement will help the North Fife Cycling group to be as representative of the wider community as possible.

**7. North Fife Cycling organisation costs - £350**

To encourage open access of NFC we currently have our membership fee at £1 pa. Our annual costs include website fees £75, paper and ink printing costs £200, AGM £20, membership Cycling UK community club £75, **Scottish Cycling Membership tbc**

## **Feasibility Studies for Future Developments**

Currently Cycling Scotland and Sustrans have offered to provide some feasibility studies covering the total costs from their funding (without needing any Fife Council matched funding). If up to date plans are not already available we think the following should be requested for North Fife:-

- 1. Wormit - Five Ways – St Michaels -Leuchars Rail station and St Andrews University campus.** This is a key commuting road south out of Taybridgehead and any new housing in Wormit will increase traffic flow here.
- 2. NCN1 Leuchars to Kinshaldy** section of this nationally important route and link from the rail station to a key tourism area. Currently the road is very narrow, windswept with sand and heavy weekend traffic to the amenities makes this at times a busy road with problems for all traffic.
- 3. Sustrans 777** Wormit – Newburgh road. Reducing the maximum speed to 40 mph at sections with narrow bends, hills with high hedges and housing close to the road will improve safety.
- 4. A91 between Parbroath crossroads and Newport** – to improve cyclist safety both at direct crossing points and also the staggered connections between minor road junctions that often mean several miles of this road have to be used to make crossings.
- 5. Drumoig** – upgrade of section of core path 55 so it is cyclable all year around as an alternative to the A914 section. This is a key barrier to an approximate 10 mile circular route which is popular for local people health gains through recreational and commuting cycling around Tayport, Drumoig, Wormit & Newport. This also provides access into Tentsmuir at Morton Lochs and connects Drumoig with the roads network for cycling and avoiding the busy Dundee -St Andrews section of A road.
- 6. Bus route connections** – the frequent 99 Dundee -St Andrews express route could be accessed by bike from Newport and Drumoig if secure cycle parking were provided at Forgan garage/roundabout stop and Drumoig. This provides an alternative to private car use to St Andrews as this is more frequent than buses going through Newport/Wormit and reduces parking demand in St Andrews. Accessible cycle parking for adults in the Newport School/Forgan area would allow parents to escort children to school by bike and then move on by bus so reducing school car trips.

### **Links to adjoining areas, other cycling group proposals and developments not included here**

- 1. Links for commuters into Dundee city centre** (by improving the Wormit Nature Trail) connects with Dundee Council/Cycling Forum's cycling strategy network plans as well as the Waterfront & V&A areas.
- 2. Guardbridge, and St Andrews University Campus** – we are aware of the plans for cycling and active travel for the campus. Improving commuting and NCN1 links south from North Fife will help connect with this area – especially improving the Wormit-St Michaels-Leuchars route.

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3. **St Andrews** – the existing cyclepath is now in a poor state of maintenance deterring cyclists and needs to be repaired. We would wish to support SASC proposals for cycling access to the new Madras College & western expansion, reducing traffic pollution in the town centre by increased active travel and making public transport links from North Fife more accessible in Taybridgehead to reduce car travel.
4. **A91 Cupar – Guardbridge** – we support the proposals to provide an alternative segregated cycle path (instead of the A91 road) by Sustainable Cupar's Active Travel group and Transitions St. Andrews University.
5. **East Neuk 50 route** – our suggestions for the NCN1 part of this route in North Fife and support for cyclists along this route at Tayport Community Hub will support this development across North East Fife from Kirkcaldy.
6. **Rail Travel and cycling provision at Leuchars station or on trains** - we have not included this here as we understand a separate submission to the Abellio rail funding is being considered and we have made suggestions to those involved about linking rail travel and commuting to Leuchars from North Fife. We have also been in contact with the Cycling UK representative on the national cycling and rail users group re ebike travel on trains. Improved access for travelling by train with bikes, bike hire or cycle storage at Leuchars will all help a modal shift away from private to public transport/active travel by bike.
7. **Bus Services & cycling links** – not considered here other than the suggestion that linking to the 99 route at Newport would be useful. Wider linking to use bikes with secure parking at bus stops for integrating active travel with public transport could be useful elsewhere.
8. **Trails and off road cycling** – we have focused on local active travel for commuting, children and recreational cycling health improvements. The popularity of Tentsmuir and MTB mountain biking events at Newburgh suggest off road cycling is something that North Fife, like other areas in Scotland, can promote to benefit local businesses and local people as participants. We think our connecting network approach will enable more people to get to Tentsmuir and the proposed developments there by bike rather than car. Supporting the off road trails access beyond Tentsmuir is something we would like to look at in the future.
9. **Potholes and road surface repairs** – we would like to see more flexibility in repairing defects that are a danger to cyclists (even if not deeper than the current 4 cm guidance) especially on key cycling routes like Sustrans 777. We are encouraging local cyclists to report defects and support campaigns to allocate more funds to local councils for road repairs nationally.

Tony Turvey  
NFC Chairperson

15<sup>th</sup> June 2018

## References

NFC – a series of reports was written in spring 2018 covering local cycling issues and these are available to download from our website [www.cycle-north-fife.net](http://www.cycle-north-fife.net) - Safer Cycling and Roads infrastructure; Cycling and Health; Children, Family and off road cycling; Cycle Tourism and Business Income. North Fife presentation at Fife Council Active Travel Meeting for St Andrews and North Fife is also available from our website [www.cycle-north-fife.net](http://www.cycle-north-fife.net)

### Useful Links

Fife Council Transport & Cycling <http://www.travelfife.com/cycle-home/>  
Active Fife Cycling <https://www.fifedirect.org.uk/minisites/index.cfm?fuseaction=page.display&pageid=4C7B6009-0844-77E8-6E7DCD4E8ED7AB96&siteID=F45316A8-7236-4F0E-A8B788029725EBB6>

Cycling UK <https://www.cyclinguk.org/> UK wide cycle campaigning, touring, training groups and local information provided through a Scottish devolved organisational structure.

Scottish Cycling <https://www.britishcycling.org.uk/scotland> Sports Cycling organisation, part of British Cycling and overlapping with Cycling UK in some areas.

Cycling Scotland <https://www.cycling.scot/> Transport Scotland funded providing a wide range of support for cycling including the Community Friendly fund <https://www.cycling.scot/our-programmes/cycle-friendly/community>

SASC St Andrews Space for Cycling <https://www.facebook.com/standrewsspaceforcycling/>  
Sustainable Cupar <http://www.sustainablecupar.org.uk/>  
Cyclestart Tay Coast Facebook page Cyclestart Tay Coast  
Bike n' Blether Contact via Guardbridge Community Council facebook

Dundee City Cycling Strategy <https://www.dundee.gov.uk/service-area/city-development/dundee-cycling-strategy> and Cycling Forum <http://www.dundee-cycling.co.uk>  
Sustrans <https://www.sustrans.org.uk/>

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Website: [www.cycle-north-fife.net](http://www.cycle-north-fife.net)

Facebook: Cycle North Fife

**North Fife Cycling is a Cycling UK Community Group**