

Glenrothes Area Committee

Committee Room 2, 5th Floor, Fife House, North Street,
Glenrothes



Wednesday, 2 October, 2024 - 2.00 pm

AGENDA

Page Nos.

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST** – In terms of Section 5 of the Code of Conduct, members of the Committee are asked to declare any interest in particular items on the agenda and the nature of the interest(s) at this stage.
3. **MINUTE** – Minute of Meeting of Glenrothes Area Committee of 21 August 2024. 3 – 5
4. **APPOINTMENT OF CONVENER**
5. **PETITION – ADDITIONAL PARKING SPACES TIEL PATH, DURA CRESCENT AND BIGHTY COURT GLENROTHES**
 - (a) **Petition** – submitted by Ms Liene Alekse containing thirty-five signatures relating to additional parking spaces at Tiel Path, Dura Crescent and Bighty Court, Glenrothes. 6 – 9
 - (b) **Preliminary Service response to Petition** – Report by Head of Housing Services. 10 – 20
6. **AREA HOUSING PLAN 2024-2025** – Report by the Head of Housing Services 21 – 34
7. **GLENROTHES AREA TRANSPORTATION PLAN** – Report by the Head of Roads & Transportation Services 35 – 90
8. **PROPOSED 20MPH ZONES – NEW HOUSING DEVELOPMENT, KINGLASSIE** – Report by the Head of Roads & Transportation Services 91 – 95
9. **SCHOOL EXCLUSION ZONE (SCHOOL STREET) TRIAL – PITCOUDIE PRIMARY SCHOOL, GLENROTHES** – Report by the Head of Roads & Transportation Services 96 – 124
10. **IONA PARK, GLENROTHES – PROPOSED NO LOADING RESTRICTION** – Report by the Head of Roads & Transportation Services 125 – 128
11. **EDUCATION - PUPILWISE AND PARENTWISE SURVEYS** – Report by the Head of Service Education 129 – 139
12. **PROPERTY TRANSACTIONS** – Report by the Head of Property Services 140 – 142

Members are reminded that should they have queries on the detail of a report they should, where possible, contact the report authors in advance of the meeting to seek clarification.

Lindsay Thomson
Head of Legal and Democratic Services
Finance and Corporate Services

Fife House
North Street
Glenrothes
Fife, KY7 5LT

25 September, 2024

If telephoning, please ask for:
Michelle Hyslop, Committee Officer, Fife House 06 (Main Building)
Telephone: 03451 555555, ext. 445279; email: Michelle.Hyslop@fife.gov.uk

Agendas and papers for all Committee meetings can be accessed on
www.fife.gov.uk/committees

BLENDED MEETING NOTICE

This is a formal meeting of the Committee and the required standards of behaviour and discussion are the same as in a face to face meeting. Unless otherwise agreed, Standing Orders will apply to the proceedings and the terms of the Councillors' Code of Conduct will apply in the normal way

For those members who have joined the meeting remotely, if they need to leave the meeting for any reason, they should use the Meeting Chat to advise of this. If a member loses their connection during the meeting, they should make every effort to rejoin the meeting but, if this is not possible, the Committee Officer will note their absence for the remainder of the meeting. If a member must leave the meeting due to a declaration of interest, they should remain out of the meeting until invited back in by the Committee Officer.

If a member wishes to ask a question, speak on any item or move a motion or amendment, they should indicate this by raising their hand at the appropriate time and will then be invited to speak. Those joining remotely should use the "Raise hand" function in Teams.

All decisions taken during this meeting, will be done so by means of a Roll Call vote.

Where items are for noting or where there has been no dissent or contrary view expressed during any debate, either verbally or by the member indicating they wish to speak, the Convener will assume the matter has been agreed.

There will be a short break in proceedings after approximately 90 minutes.

Members joining remotely are reminded to have cameras switched on during meetings and mute microphones when not speaking. During any breaks or adjournments please switch cameras off.

THE FIFE COUNCIL - GLENROTHES AREA COMMITTEE – BLENDED MEETING

Committee Room 2, 5th Floor, Fife House, North Street, Glenrothes

21 August, 2024

2.00 pm – 2.50 pm

PRESENT: Councillors Craig Walker (Convener), John Beare, Altany Craik, Julie Ford, Peter Gulline, Lynn Mowatt, Derek Noble, Ross Vettrano, and Daniel Wilson.

ATTENDING: Norman Laird, Community Manager (Glenrothes), Chris Mieзитis, Area Community Development Team Manager, Communities and Neighbourhoods Service; Joan Lamie, Service Manager, Housing Estates and Safer Communities, Andrew Baillie, Housing Professional, Housing Services; Vicki Storrar, Lead Consultant - Roads Lighting and Asset Management, Roads and Transportation Service and Michelle Hyslop, Committee Officer, Committee Services, Legal and Democratic Services.

APOLOGY FOR ABSENCE: Councillor Jan Wincott.

120. DECLARATIONS OF INTEREST

No declarations of interest were submitted in terms of Standing Order No. 22.

121. MINUTE

The committee considered the minute of the Glenrothes Area Committee of 22 May 2024.

Decision

The committee agreed to approve the minute.

122. SUPPORTING THE PLAN 4 GLENROTHES AREA: COMMUNITY RECOVERY FUND - LESLIE HERITAGE TRUST

The committee considered a report by the Head of Communities and Neighbourhoods Service asking members to consider an application received from Leslie Heritage Trust for grant funding from the Leslie Common Good Fund.

Decision

The committee agreed: -

- (1) to contribute £8,400 from the Leslie Common Good Fund towards the cost of Archaeological Investigations at Christ Kirk on the Green Leslie which is situated on Common Good Land;
- (2) to approve the proposed contribution from the Leslie Common Good Fund subject to confirmation that the VAT costs are included in the total amounts; and

- (3) that officers would clarify that the proposed funding would be coming from the revenue budget and not the capital budget.

123. SUPPORTING THE PLAN 4 GLENROTHES AREA: COMMUNITY RECOVERY FUND

The committee considered a report by the Head of Communities and Neighbourhoods Service providing the necessary information for a decision to allocate funding for various projects from the Community Recovery Fund (CRF) for the Glenrothes Area. The report also provided a summary of funds committed so far from the CRF and funding proposals under consideration.

Decision

The committee agreed to approve the following amounts from the Community Recovery Fund totalling £215,000: -

- (1) Markinch Town Hall - £20,000;
- (2) The Friendship Cabin - £15,000;
- (3) Glenrothes Wellbeing - £53,060; and
- (4) The Lomond Centre - £127,000.

124. AREA CAPITAL UPDATE REPORT 2024-2025

The committee considered a report by the Executive Director (Finance and Corporate Services) advising members of the current status of the additional capital investment awarded to the Glenrothes Area in the 2017-2020 budget and the subsequent 2021-2031 Capital Investment Plan.

Decision

The committee: -

- (1) noted the information contained in the report and the appendices in relation to the Capital funding allocations; and
- (2) agreed that the Lead Officer would provide members with a briefing note confirming the spend on the Gilvenbank car park, Carleton car park and clarify the issues raised by members in regard to the play area funding specified in Appendix 2 of the report.

125. HOUSING REVENUE ACCOUNT - SELLING LOCK UPS WITHIN MIXED TENURE BLOCKS

The committee considered a report by the Head of Housing Services providing an overview of the proposal to sell lockups in Glenrothes where Fife Council is a minority owner within a block, or a sale would be straightforward and beneficial in removing all future maintenance obligations for the Housing Revenue Account and Council tenants.

Decision

The committee agreed: -

- (1) to sell the lockups as detailed in Appendix 2 of the report;
- (2) that officers would provide members with a briefing note in 6 months' time updating on the progress of selling the lockups; and
- (3) that an update report would be brought back to committee in 12 months' time.

126. AREA ROADS PROGRAMME 2023/24 - FINAL REPORT

The committee considered a report by the Head of Roads and Transportation Services advising on the delivery of the 2023-2024 Area Roads Programme (ARP) for the Glenrothes Area.

Decision

The committee noted the content of the report and appendices.

127. PROPERTY TRANSACTIONS

The committee considered a report by the Head of Property Services advising on action taken using the List of Officer Powers in relation to property transactions.

Decision

The committee noted the content of the report.

128. GLENROTHES AREA COMMITTEE FORWARD WORK PLAN

The committee considered a report by the Executive Director, Finance and Corporate Services relating to the workplan for future meetings of the Glenrothes Area Committee.

Decision

The committee: -

- (1) noted the draft workplan for the Glenrothes Area Committee; and
- (2) agreed that committee members would advise the Convener, Depute Convener, Lead Officer and Committee Officer of any other items within the remit of the committee, including items for scrutiny, to be added to the workplan.

If you wish to submit a petition for consideration by Fife Council, please complete this form. For guidance, further information or advice on the submission of a petition please see separate Petitions Guidance or contact Legal and Democratic Services by email at enquiry.petitions@fife.gov.uk

Details of Lead Petitioner	
Please enter your name and the organisation you represent (if applicable). Include a contact address to which correspondence may be sent, a contact telephone number and e-mail address if available so that we can contact you with any queries.	
Name:	██████████
Address:	██████████
	██████████
Postcode:	██████████
Telephone No:	██████████
Email Address	████████████████████

Title of Petition and Petition Statement	
Please enter the title of the petition and a statement covering the main subject of the petition or the action you would like the Council to take. *	
Title:	More parking required for residents of Tiel Path, Dura Crescent and Bighty Court
Petition Statement: (no more than 250 words)	
<p>Parking spaces were sufficient in the past, as not all households had a car. Now, most households have at least one car, creating issues for residents.</p> <p>The current provision is 22 spaces for 28 households. We petition to have at least 1 space per household.</p> <p>Possible ways to make new spaces: The lockups at Bighty Court do not appear to be fully in use. If one row of these were removed it would create space for parking.</p> <p>Also, there are some green spaces next to the existing parking at Bighty Court that could be used to make new spaces.</p> <p>Please see attached plan which numbers the households and existing parking spaces.</p> <p>See also a plan highlighting green spaces which could possibly be used.</p>	

*

Further information.

Before a petition is submitted, petitioners are expected to have taken reasonable steps in attempting to resolve the issues.

Please enter below any measures already taken, or persons/organisations approached to attempt to resolve the issues, including copies of any relevant correspondence. This information will be made available when the petition is considered

Double Parking is done when practical.

All possible spaces for parking are currently being used.

Please indicate the following to the best of your knowledge.

Are the issue(s) raised in the petition currently being handled or been submitted in the past as a formal complaint to Fife Council?	Yes/No No
--	---------------------

Are the issue(s) raised in the petition currently subject to any other formal processes in the council e.g. appeal or planning process	Yes/No No
--	---------------------

Are the issue(s) raised in the petition currently subject to any other legal proceedings, e.g. information contained within the petition is not subject to interdict or court order?	Yes/No No
--	---------------------

Petitions considered at Committee

The convener of the appropriate committee who hears the petition will invite the lead petitioner to appear before the meeting to speak in support of the petition. This is useful in assisting elected members to consider the petition.

Please indicate below whether you wish to submit a request to make a brief statement to the committee when it is considering your petition.

*I DO wish the opportunity to make a brief statement at the meeting	<input type="checkbox"/>
*I DO NOT wish to make a brief statement at the meeting	<input type="checkbox"/>

*tick as appropriate

Signature of Lead Petitioner

When satisfied that the petition meets all the criteria outlined in the Petitions Guidance, the lead petitioner should sign and date the form in the box below.

Any additional sheets of signatures should be attached to the form.

Signature**Date**

Name of signatory in block capitals

.....

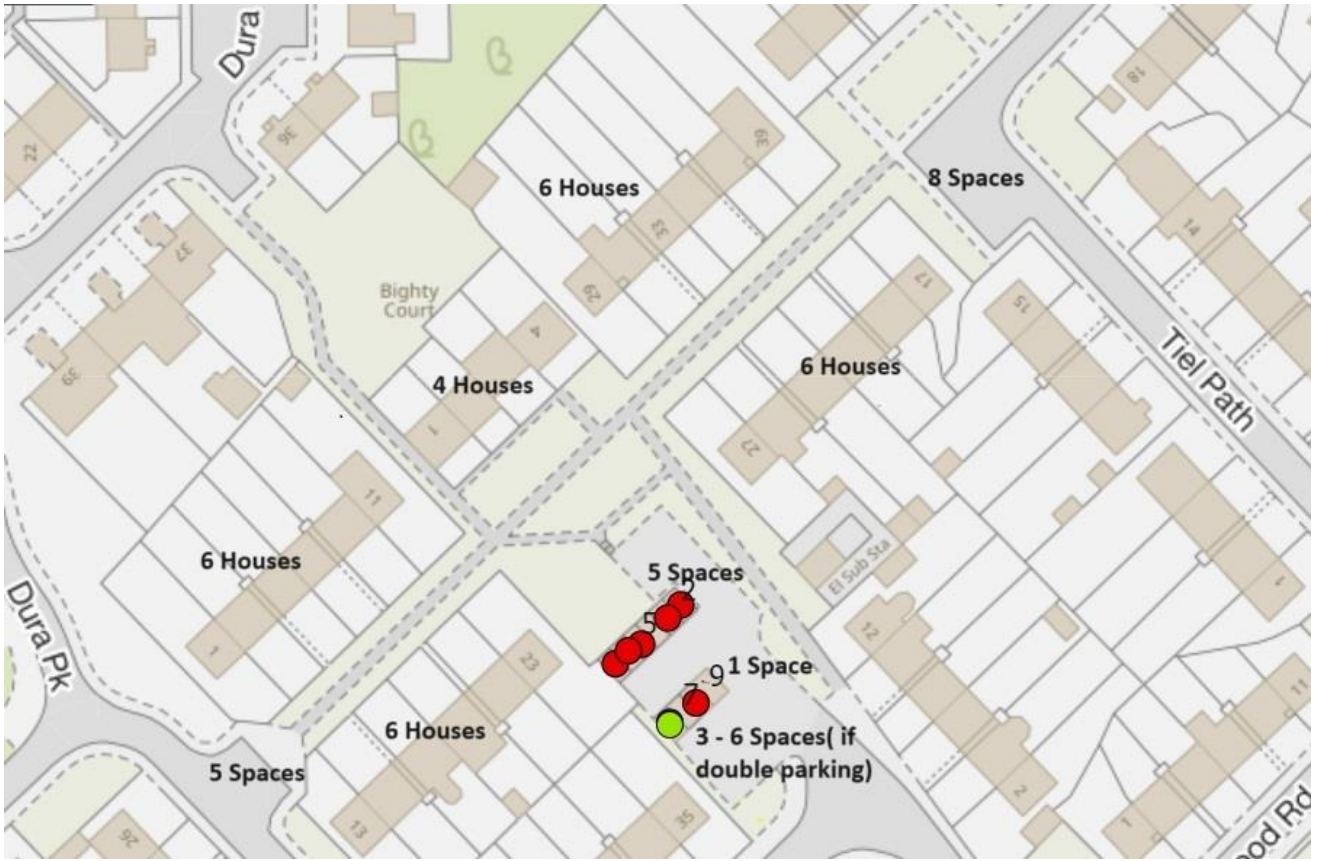
Number of people who have signed the petition:

Please send petitions to:

Legal and Democratic Service
Fife House
Glenrothes
KY7 5LT

or email:

enquiry.petitions@fife.gov.uk



2 October 2024

Agenda Item No. 5

Parking Petition

Report by: John Mills, Head of Housing Services

Wards Affected: Ward 15

Purpose

Options identified at site visit, following receipt of petition, to alleviate parking issues in area.

Recommendation(s)

It is recommended that Committee agrees:

- (1) Developing a feasibility design and costing for the extension of the existing car park/recycling area.
- (2) The designs and cost estimates for extending the current car park behind the garage lockups, with the potential for phased expansion into the grass area further down the line dependant on costs.
- (3) To support option 1 at an estimated cost of £39,553.77 to be funded from the Glenrothes Area Housing Budget.

Resource Implications

Glenrothes Area Housing Budget is funded through Housing Revenue Account and the regulations prevent budget spend unless a majority of tenants will benefit from it.

Legal & Risk Implications

There are no legal / risk implications arising from this report.

Impact Assessment

An EqIA (Equality Impact Assessment) is not required because the report does not propose a change or revision to existing policies and practices.

Consultation

Site visit of area conducted on 13th August 2024 with representatives from Housing Service, Roads and Transportation Services, petition representatives.

1.0 Issues and Options

Site visit report attached, along with estimate and photographs of areas.

- 1.1 Option 1 Estimated Cost £39,553.77
- 1.2 Option 2 Estimated Cost £151,375,36

2.0 Conclusions

- 2.1 As there are four properties in Bighty Court which are all Fife Council, Housing would be in support of Option 1 to alleviate parking issues in this area. Funds would be taken from Glenrothes Area Housing Budget.
- 2.2 Housing would not be in support of Option 2 as too expensive.
Elected members to consider petition and options available.

List of Appendices

- 1. Site visit report of 13th August 2024.
- 2. Option plans
- 3. Estimate Request
- 4. Photographs of areas

Charlotte Stitchell
Glenrothes Area Housing Manager
Fife House, Glenrothes
Email: charlotte.stitchell@fife.gov.uk

Petition received for more parking spaces for residents of Tiel Path, Dura Crescent and Bighty Court, Glenrothes

Following receipt of petition from Liene Alekse, 33 Tiel Path, Glenrothes, a site visit of the areas was arranged on 13th August 2024. In attendance were:-

██████████, Owner, Dura Crescent
██████████, Tenant, Dura Crescent
Tina Scott, Lead Officer, Housing
Jacqui Cooney, Housing Management Officer
Liam Melville, Technician Engineer, Roads and Transportation Services
██████████ was unavailable to attend

Following discussion of issues in connection with limited parking spaces available, Liam Melville was tasked with developing a feasibility design and costings for available options. His options are listed below. He has now submitted costings for the two options which I have attached to my report along with plans and photographs of areas.

1. Develop a feasibility design and costing for the extension of the existing car park/recycling area (highlighted in red).
2. Create designs and cost estimates for extending the current car park behind the garage lockups, with the potential for phased expansion into the grass area further down the line, however, I will await your feedback before progressing into a phase 3. (areas highlighted in blue and green).



Please note that this area has a significant level difference, and any phased car park extensions will require adjustments to the completed sections, including kerb lines and final road levels, to align with the footpath opposite No. 1 Bighty Ct.

Option 1

This choice allows for 9 no. standard parking bays and 2 no. Disabled parking bays.

This way involves less removal of grass/trees etc.

Estimated cost is £39,553.77

Option 2

This choice allows for 10 no. standard parking bays, 2 no. Disabled parking bays and 1 no. Service bay.

This would require removal of all grass and trees from the area.

Estimated cost is £151,375.36

Make up of tenants/residents in areas

Tiel Path

43 properties in total
7 Fife Council tenants
36 Owners

Bighty Court

4 properties in total
All Fife Council tenants

Dura Crescent

30 properties in total
3 Fife Council tenants
27 Owners

Lock ups Bighty Road/Court

All lock ups in this area, apart from one, are currently in use.

Lock up 001 - Council/let
Lock up 002 - Council/let
Lock up 003 - Owner
Lock up 004 - Council/let

Lock up 005 - Council/unavailable for let

Lock up 006 - Council/let

Lock up 007 - Council/available for let

Lock up 008 - Owner

Lock up 009 - Council/let

Lock up 010 – Owner

6 out of 35 who signed petition are Fife Council tenants.

Charlotte Stitchell
Area Housing Manager
Glenrothes area
02.10.24

Construction (Design & Management) Regulations 2015

ESTIMATE REQUEST

Section 1 Estimate Request (Completed by requesting Service)					
Service Name or Individual Department (Client)	Com HN Housing Operations & Regeneration				
Named Project Contact	Jacqui Cooney	Tel No	07736 606034		
Named Project Contact Email Address	Jacqui.Cooney@fife.gov.uk	Date of Request	07/08/2024		
Project Name	Petition for Parking - Woodside Glenrothes	Ref No			
Location/Address	Bighty Ct, Woodside	Town	Glenrothes		
Project Description <small>(Additionally, please provide a brief description of the works you require and include the dimensions of the area in question) <small>(Where possible, include any relevant photographs or drawings to assist us in the design process)</small></small>	Petition to create car parking at Bighty Ct, Woodside				
Project Start Date (Anticipated)		Drawing Attached	Yes	No	X
		Photographs Attached	Yes	No	x

Project Specific Health and Safety Risks Identified	Yes*	x	No		* Please provide details below
Examples: Public utility services; traffic management or pedestrian safety issues present routine and significant hazards within commissioned works.					
Project Specific Risks <small>(Please provide brief description of known health & safety risks applicable to this project)</small>	Electrical sub-station				
Estimate Type	Y/N	Design Fee	Financial Code		
Detailed Estimate <small>(Includes an onsite meeting / Design Drawing(s) and Bill of Quantities prepared)</small>	Y	£250.00	Please provide financial code		

On completion email roadsdesign.build@fife.gov.uk

Section 2 Estimate (Completed by R&T Services, Operations & Commercial Management)			
Estimator	Liam AJ Melville	Tel No	446952
Estimate Reference No	D4U5279	Date Received	07/08/2024
Estimate (valid for 6 months)	OPTION 1 £39,553.77 OPTION 2 £151,375.36	Date Issued #	20/09/2024
Internal Recharge	£	Date Recharge	

Estimate emailed to email address in Section 1

Section 3 Confirmation to Proceed (Completed by requesting Service)

Please proceed with	Y/N	Design Fee	Financial Code
Detailed Estimate (Onsite meeting/ Design Drawing and Bill of Quantities prepared)		£250.00 **	
Detailed Estimate and Conduct Project		N/A	

Additional Notes/Comments

--

Approved

Named Project Contact		Tel No	
-----------------------	--	--------	--

On completion email roadsdesign.build@fife.gov.uk

Section 4 Amendments (Completed by R&T Services, Roads, Design & Build)

Estimator		Date Received	
Estimate Reference No		Date Received	
Estimate (valid for 6 months)	£	Date Issued #	

Additional Notes or Comments (Brief description of amendments i.e. additional required works etc)

--

Section 5 Project Issue (Completed by R&T Services, Roads, Design & Build)

RoadsDesign.Build@fife.gov.uk		RoadsMaintenance.South@fife.gov.uk		RoadsMaintenance.North@fife.gov.uk	
Estimator		Date Sent			

Section 6 Confirmation of Cancellation of Project (Completed by requesting Service)

Named Project Contact		Date	
Reason for Cancellation <small>(Please provide a brief reason for the cancelation of the project)</small>			





1. SCOTTISH POWER HIGH AND LOW VOLTAGE
2. UNDERGROUND CABLES WITHIN SITE
3. UNDERGROUND PIPES IN UNDERGROUND
4. Local Authority Street Lighting and road drainage within site.
5. Scottish Water mains and gravity Sewer within site.

Notes

All information given on these drawings is compiled from records supplied by the relevant undertaking and is believed to be correct, but the accuracy cannot be guaranteed.

The exact location of any plant or equipment must be sought from the appropriate body before any excavation commences. Individual services to properties are not shown.

All information connected with the existing apparatus on this drawing is based on the Council's records at the time of design.

However, accuracy cannot be guaranteed and Contractors must ensure that all necessary precautions and investigation work is done before commencing on site.

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LEGEND

- Denotes existing car park layout
- Denotes existing road kerbs
- Denotes existing flat top edging
- Denotes existing surfaced footways
- Denotes existing surfaced carriageways
- Denotes existing surface water gully
- Denotes proposed F1 footway construction Specification
- Denotes proposed HRA carriageway construction specification
- Denotes proposed new road kerbs
- Denotes proposed p.c.c. flat top edgers
- Denotes proposed surface water gully
- Denotes proposed white thermoplastic road markings
- Denotes proposed topsoil and grass seed

Rev	Date	Description	By
REVISIONS			



ASSETS, TRANSPORTATION AND ENVIRONMENT:
Roads and Transportation Service
Head of Road and Transportation Services: John Mitchell
Surrendered Central: 1 Burnside Park, Glenrothes, Fife, KY7 5SN

PRELIMINARY

Project Engineer: **LAM AJ MELVILLE**
Drawn By: **L.MELVILLE** Date: **SEPTEMBER 24** Scale: **1:100** WMCN
Checked By:
Property Address: **BIGHTY CT, WOODSIDE, GLENROTHES**
Project Title: **HOUSING SERVICES CARPARK PETITION GLENROTHES AREA COMMITTEE**

OPTION 1 CARPARK CONSTRUCTION PROPOSAL

Computer Reference: **SHARPPOINT DAUS279 BIGHTY CT, WOODSIDE**
Works Request Number: **DAUS279**
Drawing Number: **LM.BCW.HS.01** Revision: **(1)**

Project Title: **HOUSING SERVICES CARPARK PETITION GLENROTHES AREA COMMITTEE**

A2



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Proposed surface water gully positions.
Proposed Gullies to be 450x750mm with associated pot and frame.
Contractor to locate and expose existing surface water drainage onsite and investigate.

Public Utilities

1. SCOTTISH POWER HIGH AND LOW VOLTAGE
2. UNDERGROUND CABLES WITHIN SITE
3. UNDERGROUND PRESSURE
4. LOCAL AUTHORITY STREET LIGHTING AND ROAD DRAINAGE WITHIN SITE.
5. Scottish Water mains and gravity Sewer within site.

Notes

All information given on these drawings is compiled from records supplied by the relevant undertaking and is believed to be correct, but the accuracy cannot be guaranteed. The exact location of any plant or equipment must be sought from the appropriate body before any excavation commences. Individual services to properties are not shown. All information connected with the existing apparatus on this drawing is based on the Council's records at the time of design.

However, accuracy cannot be guaranteed and Contractors must ensure that all necessary precautions and investigation work is done before commencing on site.

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LEGEND

- Denotes existing car park layout
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- Denotes proposed F1 footway construction Specification
- Denotes proposed HRA carriageway construction specification
- Denotes proposed new road kerbs
- Denotes proposed p.c.c flat top edgers
- Denotes proposed surface water gully
- Denotes proposed white and yellow thermoplastic road markings
- Denotes proposed topsoil and grass seed infill

Rev	Date	Description	By
REVISIONS			



ASSETS, TRANSPORTATION AND ENVIRONMENT:
 Roads and Transportation Service

Head of Road and Transportation Services: John Mitchell
 Senior Head Central: Iain Macdonald, Glenrothes, Fife, KY7 7SH

PRELIMINARY

Project Engineer: LAM AJ MELVILLE
 Drawn By: L.MELVILLE
 Date: SEPTEMBER 24
 Scale: NTS
 Checked By: NTS
 WMCN

Property Address:
 BIGHTY CT,
 WOODSIDE
 GLENROTHES

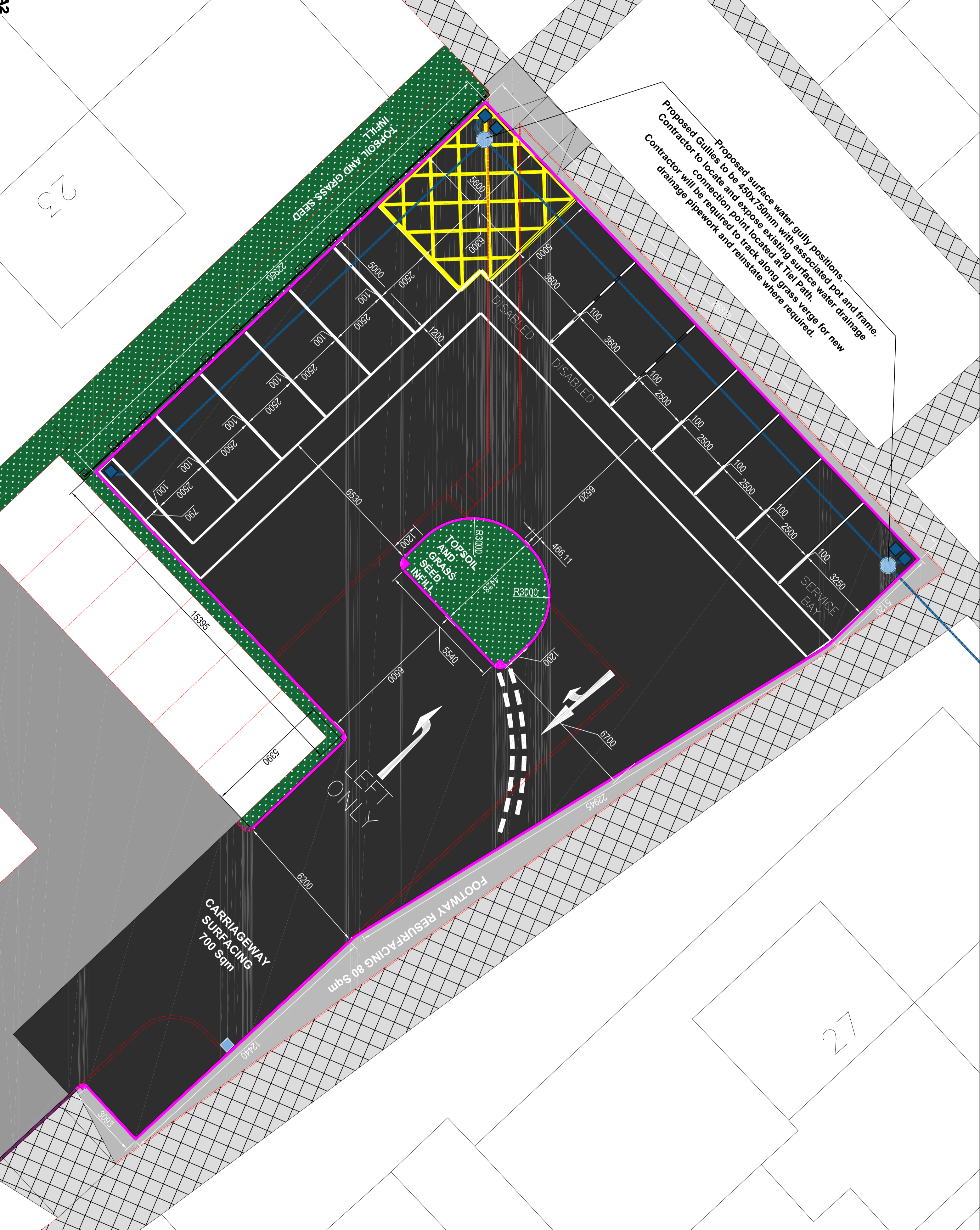
Project Title:
 HOUSING SERVICES CARPARK PETITION
 GLENROTHES AREA COMMITTEE

Drawing Title:
 OPTION 2 CARPARK CONSTRUCTION
 PROPOSAL

Computer Reference:
 SHARPOINT D4U5279 BIGHTY CT, WOODSIDE
 Works Request Number:
 D4U5279

Drawing Number:
 L.M.BCW.HS.02 (1)

Proposed surface water gully positions. Contractor to be 450x750mm with associated water drainage connection point located at Tiel Path. Contractor will be required to track along grass verge for new drainage pipework and reinstate where required.



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2 October 2024
Agenda Item No. 6

Area Housing Plan 2024-25

Report by: John Mills, Head of Housing Services

Wards Affected: 13, 14, 15

Purpose

The report seeks Area Committee approval for a revised area housing plan which sets out area performance, service delivery and highlights key housing issues for Members' consideration.

Recommendation

Members are asked to consider and approve the Glenrothes Area Housing Plan for 2024 – 2025.

Resource Implications

Work is taking place within agreed HRA local and capital budgets.

Legal & Risk Implications

There are no legal / risk implications arising from this report.

Impact Assessment

An EqIA (Equality Impact Assessment) is not required because the report does not propose a change or revision to existing policies and practices.

1.0 Background

- 1.1 The Council has a vision to create a Fairer Fife where all residents live good lives, make informed choices and have a sense of control so that they can reach their full potential and where all children are safe, happy and healthy. At the heart of the Plan for Fife is the aim to reduce inequalities and to promote fairness in everything that we do. It is recognised that having a fairer Fife will benefit everyone. Housing Services, as the largest landlord in Fife, can improve the lives and opportunities of its tenants through effective neighbourhood management and community led improvement initiatives.
- 1.2 The Area Housing Plan shows how we work with partners and local communities to improve housing services in the area. Tenant and residents have told us their concerns and issues where they live and together we have identified what we can do to address these issues. We have looked at how well we are doing managing our homes to prioritise which services we need to improve.
- 1.3 The plan links into different policies and strategies across Fife including; Plan 4 Fife, Local Housing Strategy, Glenrothes Local Community Plan, Area Lettings Plan and Pathway to Improvement (Annual Return on the Social Housing Charter).

2.0 Development of the Area Housing Plan

- 2.1 The previous Area Housing Plan covered the period 2023-26. Since then, we have developed a new annual Area Housing Plan focusing on key performance areas in line with discussions with the Area Committee Conveners and Vice-Conveners.
- 2.2 Tenant participation is a key part of our housing strategy. Being part of organised groups gives our tenants and residents a greater voice when talking about local issues. We work closely with Tenant and Resident Associations and carry out area walkabouts with representatives and partner services to identify areas of concern, creating action plans and reporting on progress.
- 2.3 The Area Housing Plan highlights performance and states tenants in Glenrothes Area are 92.4% satisfied with the overall service provided. 88.6% of tenants are satisfied with the management of their neighbourhoods.
- 2.4 In Glenrothes over recent years, the Council has delivered Affordable Housing. Currently, there is an acute need for more council new build properties in this Area. We have linked in our Strategic Housing Investment Plan (SHIP) to give Members the opportunity to explore potential new builds sites in the Glenrothes Area.
- 2.5 We have highlighted the role of the Housing Investment Programme and the Council's intention to continue to invest in council houses. Investments include; kitchens, central heating, bathrooms, roofs, rewiring, smoke detectors, secure door entry systems, structural works, electrical testing and external walls.

3.0 Local Issues Action Plans

3.1 It is recognised there is a need for more affordable housing in the Glenrothes Area. In year 2023/24, 8 properties were bought in the Glenrothes area. There are currently ongoing new build sites in Glenrothes Westwood, Glenrothes Leven Mill and Glenrothes Viewfield.

Future new build sites are planned for Alexander Road, Glenrothes and Glenwood area.

3.2 We have committed to carrying out more estate walkabouts so that we can work together with the tenants and residents to identify further issues that they feel are important to address.

3.3 We will continue to work in partnership with Safer Communities and take robust action against perpetrators of anti-social behaviour. We will also work with the team to increase number of TRAs in Glenrothes area.

4.0 Area Lettings Plan

4.1 There are more people looking for rehousing in the Glenrothes area than we have housing becoming available. There is a lack of larger properties within the area and we are committed to identifying areas for development to include larger family homes.

4.2 We continue to offer housing options advice which provides applicants with information on all tenure types which are available, maximising their opportunities for re-housing.

4.3 The Home Swap scheme continues to see increased number of households registering their interest in moving to more suitable properties with 36 completed exchanges taking place last year.

4.4 We are currently updating the Lettings Plan and considering the introduction of CLIs in some areas.

5.0 Conclusions

5.1 Through the Area Housing Plan, we have identified local issues through engagement with local communities and elected members and create action plans to address these. This is intended to encourage member scrutiny of our work to address those concerns and demonstrate improved outcomes

List of Appendices

1. Glenrothes Area Housing Plan 2024-25

Report Contact

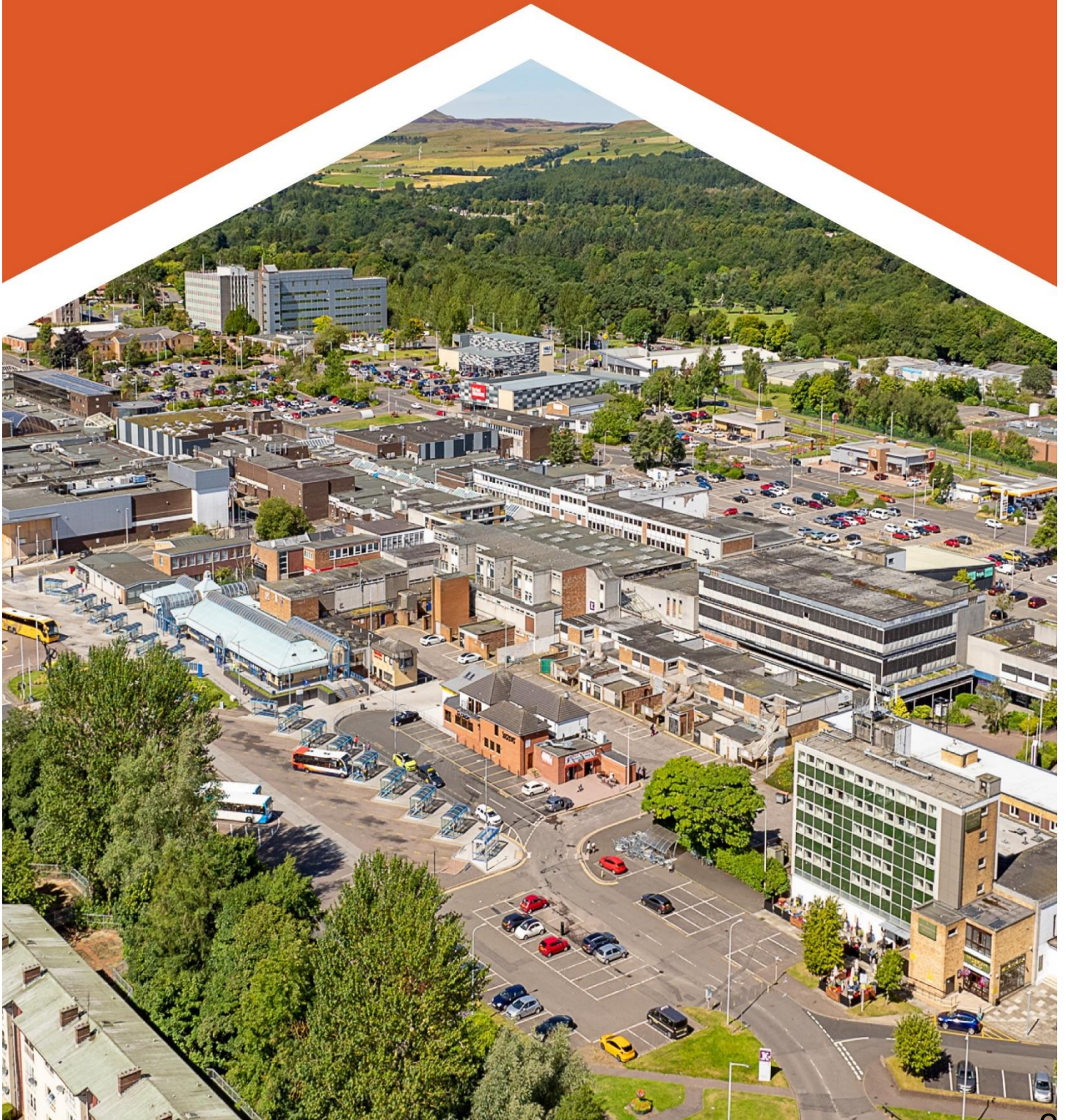
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Glenrothes Area Housing Plan 2024/25



Introduction

The Fife Housing Partnership supports the [Scottish Governments Housing to 2040](#) vision for everyone in Scotland to have a safe, high-quality home that is affordable and meets their needs in the place they want to be. [The Fife Housing Partnership Local Housing Strategy 2022-2027](#) is the strategic plan in which the key areas of focus are outlined:

1. Ending Homelessness
2. More Homes in the Right Places
3. A Suitable Home
4. A Quality Home
5. A Warm Low Carbon Home

Whilst the Local Housing Strategy sets out the strategic plan for Fife, the area housing team are responsible for the delivery of local plans for and with local people. This Area Housing Plan aims to illustrate how the Glenrothes area housing team works with our partners and local communities to improve how we deliver housing services in the local area.

The area housing plan is our commitment to the ongoing work required on:

- New Homes,
- Letting Empty Houses,
- Improving Property,
- Looking after tenancies.

Working in partnership with tenants, residents and elected members we have identified the key areas of focus for improvement, which have been described within the content of this Area Housing Plan. The Glenrothes Area Housing Plan was approved by Glenrothes Area Committee on 31/01/2024.

This plan supports Fife Council wider strategies, policies and plans. The below infographic demonstrates the link between this area housing plan and the wider strategies, policies and plans that it supports:-



Glenrothes is part of the Glenrothes and Central Housing Market Area and includes the electoral wards of:

Ward 13 – Glenrothes West & Kinglassie


Ward 14 – Glenrothes North, Leslie & Markinch

Ward 15 – Glenrothes Central & Thornton

Through the [Fife Housing Register](#) webpage, you can now view our new [interactive map](#) which shows where all housing partners have properties. This will help you make an informed decision about your preferred areas of choice if you want to submit a Fife Housing Register application.

Performance Information

Fife Council is the largest landlord in the Glenrothes area. The stock profile below shows that we are responsible for the management of 4814 homes.

	Stock by type	Fife	Stock by size	Fife
	Sheltered	217	Bedsit	51
	Flat/Maisonette	52	1 bed	1385
	4 in a block	615	2 bed	1950
	Flat/Tenement	605	3 bed	1177
	High rise flat	0	4+ bed	251
	House	3324		1220

Our area contains 15.5% of all Fife Council stock, of which 96% is lettable. Stock that is not available for let is due to housing regeneration and stock improvements or the properties being used for other purposes such as temporary accommodation. Our stock profile is consistent with the overall stock profile of Fife.

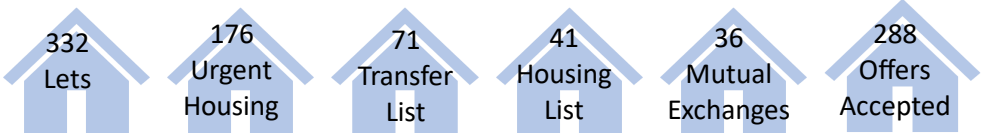
When properties become void (vacant), we need to ensure this time is kept to a minimum. Rental loss for the void period affects the income to the council, in the previous year we lost 0.94% of rental income (£192,781.18) due to 263 properties being void, our average turnaround time was 36 days from the property becoming vacant to a new tenant moving in.

Every year in the Glenrothes area, more people apply for housing than what becomes available. Our annual Letting Plan sets out the profile of properties we expect to become available in the following year and how we intend to distribute those properties between the different groups of applicants:

- Urgent Housing
- Transfer list
- Housing List

Allocations play a key role in ensuring that we make best use of housing stock, and we have committed to allocate properties fairly across all applicant categories. Our Lettings Plan for 2024-2025 is currently being updated.

The Fife Housing Register waiting list shows that 1973 applicants have Glenrothes as their first area of choice, this accounts for 15% of all applicants. In the previous year we made 332 offers of housing of which 86.75% were accepted.



Alongside our Lettings Plan, we can consider including Community Lettings Initiatives, or CLIs. CLIs allow a more flexible use of the allocations policy to address local need and demand and are developed in partnership with the local community. Glenrothes area, in the past, have not felt the need to have CLIs included in our Lettings Plan, but discussion is being held whether to introduce these in some areas.

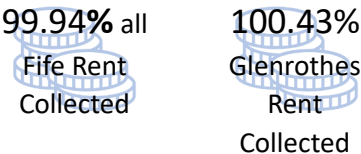
When you use a CLI in an area, the Scottish Housing Regulator expects you to clearly state the outcome you want to achieve and make sure that your CLI delivers those outcomes.

CLIs can be used to address many issues, for example:

- Low demand – to stimulate demand
- High demand – to prioritise access for particular types of applicants, for example in rural communities where people have problems accessing housing
- Increasing incidence of anti-social behaviour – to try and reverse the trend
- A very specific and area-based housing management challenge relating to another initiative or programme. For example, letting a small development of new build properties

CLIs should be regularly reviewed, both on an operational and strategic basis and decide on whether to continue. CLIs which go on too long are unlikely to be meeting their original aims.

The Glenrothes housing team work hard to meet a range of housing needs. The cost-of-living crisis and economic uncertainty is making it difficult for some households to pay basic bills or access benefits.



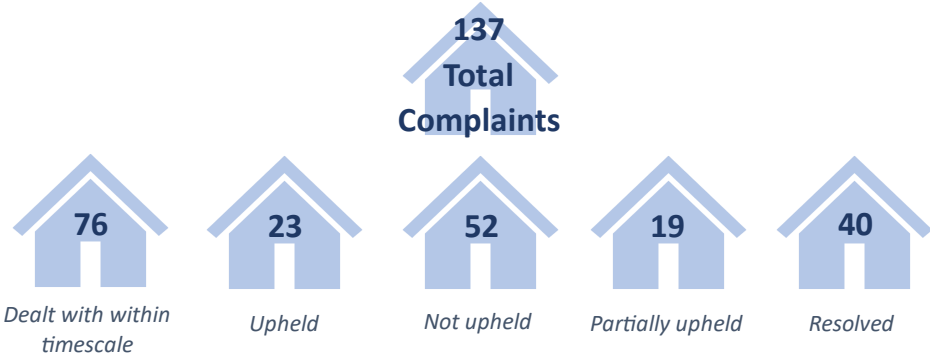
We can provide support with money advice, please speak with your housing management officer if you would like further information.

In our introduction, we confirmed that we support the Scottish Government Housing to 2040 strategy, and this includes addressing fuel poverty. It is estimated that 24% of Fife households are living in fuel poverty, through a partnership approach we continue to work towards reducing fuel poverty across Fife for all tenants and residents.

Every year, a customer satisfaction survey is carried out providing you the opportunity to tell us how you think we are performing as your landlord. The satisfaction survey is also used to report the annual return on the charter. The most recent satisfaction survey showed us that:

	Glenrothes	Fife
% satisfied with overall service provided by Fife Council	92.4%	83.20%
% who think we are good at keeping you informed about our services and decisions	84.8%	
% satisfied with the opportunities we give you to participate in our decision-making process	85.7%	78.10%
% satisfied with the quality of their home	87.6%	83.10%
% satisfied with the repair service we provide	90.5%	84%
% satisfied with our contribution to the management of your neighbourhood	88.6%	84.57%
% that think their rent is good value for money	88.6%	77.20%

The customer satisfaction results help us to identify areas we need to improve. Alongside our customer satisfaction survey, housing complaints are also a valuable source of information that help to identifying recurring or underlying problems.



The top reasons for all complaints in Glenrothes area of 2023/24 are as follows:

Complaint Reasons	Total number
Dissatisfaction with policy/current delivery arrangements eg timescales, priorities, criteria	17
Delays in Start/Completion	16
Unsatisfactory response to previous complaint/request for service/enquiry/reported fault	11
Inappropriate staff attitude/behaviour	9
Poor communications including lack of notice, consultation and engagement	7

Annual Area Housing Budget

Housing Services activities are taking place within agreed Housing Revenue Account (HRA) budget. The HRA Capital Investment Plan for 2022–25 was approved at full committee on the 24th February 2022 and remains the approved capital investment plan for the HRA.

The area housing budget that was approved for Glenrothes by elected members was £320,320 for this financial year. The area housing budget is used for local projects, and to date we have spent £165,510 on local projects in Glenrothes area. These projects include:-

- Fencing repairs/replacements to avoid any estate management issues
- Garden works where there has been health and safety issues
- Tree work
- Improvement work to adopted paths by Housing
- Ensuring gardens and housing areas are clean and clear of any rubbish or obstacles

In the next 6 month period, we have a remaining budget of £154,810, and will identify areas for improvement through walkabouts and engagement from tenants and residents associations and elected members. We have also been allocated a fencing budget for repairs and new fencing of £257,720 which has been approved by committee.

Estate Management

Estate Management refers to services that aim to give tenants and residents quiet enjoyment of their home in a safe and secure environment they can take pride in. It is not simply about looking after buildings and the physical environment around them. Glenrothes housing team recognise that Estate Management is an important aspect of

our role as the landlord, it is an important service not only for tenants but all residents in Glenrothes area.

We monitor our neighbourhoods by carrying out regular walkabouts with tenants, residents and partner agencies. We monitor changes to the [Scottish Index of Multiple Deprivation](#) (SIMD) and [Place Standard Tool](#) and this highlights estates that require attention.

Every year we develop local initiative projects to improve local areas and to deal with health & safety and estate condition concerns. Local initiative projects are often small projects that can be overseen by our Glenrothes team and completed within the year.

In the Auchmuty area of Glenrothes, some areas were identified as being in poor condition and deteriorating. In partnership with Tenant and Resident Association, committee members and Glenrothes management team an Estate Action plan has been drawn up to improve the area. By creating an estate action area, we are able to carry out a series of actions that will improve the Auchmuty area. Over the past year, two walkabouts have been carried out and work carried out in partnership with Factoring Team, Grounds Maintenance, Environmental Service and Mutual Owners Team, to improve the area.

A Housing Regeneration Programme for the period 2022-25 has been agreed, the programme ensures that People and Place are at the heart of the process. As part of the regeneration programme, significant improvements are being made to the Glenrothes area.

New builds are being carried out in Glenrothes Westwood, Glenrothes Leven Mill and Glenrothes Viewfield.

Following demolition of blocks in Alexander Road, Glenrothes and Glenwood shopping centre and flats, plans are being discussed for redevelopment of areas.

An action plan is being drawn up for the Tanshall area, particularly Cullen Court/Abbotsford Court and surrounding areas. A survey of the properties which are shuttered is being carried out and a phased approach to regenerate the area will be required.

Stock Improvement and Affordable Housing Programme

The Plan for Fife 2017-2027 through the 'Thriving Places' theme identifies the challenge of a rapidly changing population with around 20,000 new homes, of all tenure, needed over ten years. To achieve this, we are committed to building new homes and in Glenrothes we have built 213 new homes since 2017. From 1980 – 2016, 793 new homes were built. We recognise that under the Right to Buy Scheme which was active between 1980 – 2016, 9993 properties were sold in the Glenrothes area, we are now purchasing properties back from the open market in the areas of

greatest demand to assist those in the greatest need of housing. In the previous year 8 properties were bought in the Glenrothes area.

You can find out more about what is planned in Glenrothes area by viewing our [Strategic Housing Investment Plan](#) projects.

As a landlord, we are committed to ensuring that our properties meet the Scottish Housing Quality Standard. The Scottish Housing Quality Standard sets priorities to ensure our houses are:

- Above tolerable standard
- Free from serious disrepair
- Energy Efficient
- Provided with modern facilities.
- Healthy Safe and Secure

We have Housing Improvement Programmes that help us in meeting the standard, below are a list of items we class as an element that we have renewal programmes for:

- Central Heating
- Double-glazed windows
- External doors
- Extractor fans for kitchen and bathroom
- Hard-wired smoke detectors
- Kitchen
- Roofs and rainwater goods
- Roughcasting
- Upgrading of electric consumer units
- Bathrooms

The Scottish Housing Quality Standard compliance rate for Fife as at 31/03/2024 is 92.15%, compared to the Scottish average of 83.87%.

The Energy Efficiency Standards for Social Housing (EESH) encourages landlords to improve the energy efficiency of social housing. In Fife we achieved a 89.47% compliance rate, against the Scottish average of 91.79%.

Gypsy Travellers are dedicated to living a travelling lifestyle and see travelling as an important part of their identity. In Fife we have three Gypsy Traveller sites which are undergoing improvement works to provide better facilities.



Safer Communities

Our Safer Communities team works to deliver community safety across Fife. Community safety covers a range of issues including crime, antisocial behaviour, public perception of crime and safety in our homes and on our roads. We have dedicated officers who work with colleagues across the council and partner organisations to improve the local environment, make people feel safer and reduce crime, its causes and the fear of crime.

Our Safer Communities team has responsibility for the enforcement and issuing of fixed penalty notices, in 2023-24 the following cases were reported within the Glenrothes area.

Fixed Penalty notice / Order	Total number
Dog fouling fixed penalty notices	1
Dog control notices	4
Fly tipping fixed penalty notices	4
Littering fixed penalty notices	4
Noise fixed penalty notices	1
Antisocial Behaviour Orders (ASBO)	2

We recognise that antisocial behaviour is not acceptable and that it can have a significant impact on the quality of life of individuals, families and the community as a

whole. We are committed to tackling antisocial behaviour in our neighbourhoods and identifying the causes of such behaviour.

We are committed to working in partnership with other agencies to focus on early intervention and prevention of antisocial behaviour. This focus means that we recognise the need to take action at an early stage by:

- supporting people in changing their behaviours and reducing risk
- working closely with individuals and communities to help them find solutions to local problems
- offering tenancy assistance to encourage tenancy sustainment.

In the past year there has been 78 cases reported of antisocial behaviour in the Glenrothes area.

Effective participation gives tenants an opportunity to influence decisions about the housing services they receive. We want to make sure that the tenant’s voice is heard, influences decisions and shapes how service are improved to benefit our communities in the Glenrothes area. We also deliver our Down Your Street magazine to our tenants’ tri-annually, this is another useful tool to help you keep informed. Getting involved gives you a greater voice, please visit our [Tenant Participation](#) webpage for more information.

The best way to get involved is through one of the local Tenant and Resident Associations, we have three in the Glenrothes area.

- **Auchmuty & Dovecot TRA**
- **Glenrothes Sheltered TRA**
- **Napier TRA**

Useful Information



Housing Services are a part of Fife Councils Communities directorate.



03451 55 00 33



Housing Services, Fife Council, Fife House, North Street, Glenrothes, KY7 5LT

Glenrothes Customer Service Centre, Fife House, North Street, Glenrothes KY7 5LT

2 October 2024

Agenda Item No. 7

Glenrothes Area Transport Plan

Report by: John Mitchell, Head of Roads & Transportation Services

Wards Affected: Ward 13, 14 and 15

Purpose

The purpose of this report is to seek Committee approval for the Glenrothes Area Transport Plan 2024-2034.

Recommendation(s)

It is recommended that Committee approves:

- (1) The Glenrothes Area Transport Plan 2024-2034, as detailed in Appendix 1, and delegates to the Head of Roads & Transportation Services to make any minor amendments prior to publication; and
- (2) That update reports on the delivery plan be presented to the Area Committee as appropriate.

Resource Implications

There are considerable resource implications to deliver the Area Transport Plan with input across a range of Council Services, delivery partners and stakeholders. While existing Council budgets are available, a range of potential internal, external, grant and developer funding sources are acknowledged within the Area Transport Plan. Individual projects will be developed through business cases, including the identification of resources and funding.

Legal & Risk Implications

There are no legal or risk implications based on this report.

Impact Assessment

A FEAT assessment has been undertaken and is presented in Appendix 2.

An Equality Impact Assessment has been undertaken and the summary form is presented in Appendix 3.

Finance and Legal Services have been consulted in preparing this report.

The Area Transport Plan was developed through extensive consultation with the community, Elected Members, stakeholders, Council Services, and the Fife Partnership during 2023-24.

1.0 Background

- 1.1 In November 2023, Cabinet Committee approved the Local Transport Strategy for Fife 2023-2033 (2023 CC 102 para 185 refers). The LTS contains actions including Action 65 - Develop community-led local Area Transport Plans in Year 1.
- 1.2 The Area Transport Plan, undertaken as a pilot project, sets the priorities for transport in the Glenrothes Area over the next ten years. It helps guide the management and development of transport, including active travel, public transport and the road network, ensuring that external funding and development opportunities are fully maximised. It covers services that Fife Council directly provides, as well as those that will be delivered in partnership.
- 1.3 Whilst the Area Transport Plan is a non-statutory document, it holds particular reference and relevance in helping to demonstrate the development of key projects, including public consultation, and support to secure Scottish Government funding. It will help to support Fife Council in undertaking statutory duties, including those related to the Climate Change (Emissions Reductions Targets) (Scotland) Act 2019 Act and the Transport (Scotland) Act 2019.
- 1.4 It also aligns with place principles established in NPF4 and community plan priorities. The Place Principle promotes a shared understanding of place, and the need to take a more collaborative approach to a place's services and assets to achieve better outcomes for people and communities.
- 1.5 The area transport plan has been developed through:
 - A proportionate appraisal, in line with the Scottish Transport Appraisal Guidance (STAG)
 - Extensive public and stakeholder consultation
 - Analysis of transport data
- 1.6 The key development stages have included:
 - **June 2023 – Feb 2024:** Development of the Case for Change and widespread public consultation to seek feedback on transport issues comprising an area-wide survey; pop-up community events; and workshops with a range of interest groups including Local Area people and place teams, and High School pupils.
 - **March – April 2024:** Appraisal of the proposed options and agreement of the emerging objectives with Councillors
 - **May 2024 – June 2024:** Development of the draft strategy and extensive consultation and input from Services across Fife Council and updates to Councillors
 - **June 2024:** Widespread public consultation on the draft area transport plan, comprising an area wide survey; a range of interest groups including Local Area people and place teams.

- **September 2024:** Councilor workshop to further discuss actions.

1.7 The feedback from consultation on the draft plan highlighted the following, which are reflected in the final document:

- Support for its objectives and priorities
- Support for continued improvement of maintenance regimes
- Suggestions for moving forward with local policies and actions

2.0 Issues and Options

2.1 The vision of the Area Transport Plan is aligned with the LTS that, by 2033, the transport system in Glenrothes will support communities with affordable, seamless and sustainable access to all aspects of their daily lives.

2.2 The vision is supported by four transport priorities to be implemented at a local level:

- Fair access to daily activities
- Safe and secure travel for all
- A just transition to net zero
- A resilient transport network

And aligns with four local Glenrothes community plan priorities:

- Opportunities for all - Mental Health, Tackling Poverty
- Thriving Places – The Town Centre, Glenwood Centre, Riverside Park
- Inclusive Growth and Jobs – Employment, Improve Town Centre
- Community Led Services – Participation, Community Involvement

2.3 The full detail of the priorities, reflected in local objectives and the ten common actions are outlined in the Area Transport Plan document are within Appendix 1. The actions have been designated to focus on key place requirements of active travel, public transport and traffic and parking, focusing on Glenrothes town and surrounding villages.

2.4 The Area Transport Plan is a key document in helping to deliver the priorities of the Plan4Fife; the objectives of the National Transport Strategy 2; and the Climate Fife: Sustainable Energy and Climate Action Plan 2020-2030, with actions that will drive transport emissions reduction and adaptation to extreme weather. The plan has been developed in parallel with the review of the Local Development Plan and shares its focus on place and local living. Equally, it promotes the principle of community wealth building, with actions by local areas and community groups.

2.5 The Area Transport Plan recognises the mixed urban and rural geography of Glenrothes by identifying places in the town, outer settlements and connections between. It promotes the Sustainable Transport Hierarchy as set out in National Transport Strategy 2, which prioritises walking, wheeling, cycling and public transport, and notes that private vehicles continue to play an important role for certain trips.

- 2.6 Subject to Committee approval, the finalised Area Transport Plan will be published online. It is intended that reports updating on the delivery outcomes of the area transport plan will be presented to future meetings of this committee.

3.0 Conclusions

- 3.1 The Glenrothes Area Transport Plan 2024-2034 has been developed through extensive community and stakeholder consultation and reflects the current opportunities and challenges in helping to deliver future transport provision in the Glenrothes Area.

List of Appendices

1. Glenrothes Area Transport Plan 2024-2024

See attached file

2. Fife Environmental Assessment Tool

See attached file

3. Equality Impact Assessment Summary Report

Background Papers

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act, 1973:-

Bulleted list

Not applicable

Report Contact

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Bankhead Central

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Email: susan.keenlyside@fife.gov.uk

Equality Impact Assessment Summary Report

(to be attached as an Appendix to the committee report)

Which Committee report does this IA relate to (specify meeting date)?

Glenrothes Area Committee 2nd October 2024

What are the main impacts on equality?

Transport is crucial for all people in the Glenrothes area to access their daily activities, but it disadvantages those who do not have access to a car and some protected characteristics, especially women and disabled people. The Equality Impact Assessment indicates that the three themes of the Area Transport Plan (Active Travel, Public Transport , Traffic & Parking measures) generally improve equality:

- Disabled people - Positive impact Improving accessibility across the walking, cycling, wheeling, and public transport networks will specifically benefit disabled people and older adults.
- Women - Positive impact Supporting walking, cycling, wheeling, and public transport can benefit women, who are more likely to have caring duties and need to undertake multiple trips.
- Age - Positive impact Improving accessibility across the walking, cycling, wheeling, and public transport networks will specifically benefit disabled people and older adults.
- Children and young people - Positive Impact School Travel Plans with Road safety improvements, including the specific target to reduce casualties for children, will significantly benefit children, for example on routes to school.
- Economy - Supporting walking, cycling, wheeling, and public transport helps those who cannot afford a car to reach their daily activities. However, Focussing support on walking, cycling, wheeling, and public transport does not support those who rely on a car to travel, for example in rural areas or the mobility impaired. However, private cars already enjoy significant priority in road space and land use and have been provided with a number of actions such as maintenance and reviews of displaced parking.

What are the main recommendations to enhance or mitigate the impacts identified?

Minor mitigation is required for some strategy actions, these align with those from the LTS EQIA. Glenrothes should benefit from those general recommendations include the following:

- Set up a transport/equality working group to review the delivery of the Area Transport Plan
- Ensure new online services are fully accessible and manage data privacy appropriately
- Ensure traffic reduction measures do not disadvantage those who rely on a car
- Ensure any pavement parking restriction measures do not disadvantage those that rely on a car, such as the mobility impaired.
- Ensure electric vehicle charging is rolled out equitably

If there are no equality impacts on any of the protected characteristics, please explain.

Not applicable

Further information is available from: Name / position / contact details:

Emma Gilmour/ Lead Consultant (Transport Networks)/ emma.gilmour-ts@fife.gov.uk

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APPENDIX B:	Action Plan – Place Specific Actions	22
APPENDIX C:	Consultation Results, June 2024	38
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1 Introduction

1.1 Purpose

The Glenrothes Area Transport Plan has been shaped by communities and Fife Council Roads & Transportation with other Council Services. The plan has been developed in consultation with the public and partners to improve transport in the area to support the vision of fair and sustainable access for all with a place-based focus.

The Area Transport Plan contains a place-based Action Plan to improve connectivity to enhance local places based on community input, subject to funding and agreements over the ten year lifetime of the plan, until 2034.

1.2 The Area

The Glenrothes area has around 50,000 residents, including the new town of Glenrothes and surrounding settlements.

The Glenrothes Area covers the communities of:

- Glenrothes west - including, Caskieberran, Finglassie, Macedonia, Newcastle, Ribleton, South Parks, Tanshall
- Glenrothes north - including, Balgeddie, Balfarg, Collydean, Coul, Foresters Lodge, Formonthills, Pitcairn, Pitcoudie
- Glenrothes central - including, Alburne Park, Auchmuty, Pitteuchar, Stenton, Town Centre, Warout, Woodside
- Kinglassie
- Leslie
- Markinch
- Milton of Balgonie
- Star
- Coaltown of Balgonie
- Thornton



Figure 1 – Glenrothes Area ¹

1.3 Contents of the Plan

The Glenrothes Area Transport Plan contains a Transport and Travel **Information Guide**. The guide is designed to assist communities to see transport opportunities that are available in the area and navigate to report transport issues and provide engagement opportunities. The Area Transport Plan also contains an **Action Plan** to improve connectivity to enhance local places based on community input, subject to funding and agreements. The information Guide is contained in Appendix A, and the place specific Action Plan is in Appendix B.

¹ https://www.fife.gov.uk/data/assets/pdf_file/0021/192810/Area-Committes-And-Wards-2020-Glenrothes-Area-Committee.pdf

The community had been consulted on priorities for improvement in 2024 and the **results of public survey** are contained in this plan, with a summary of most recent results contained in Appendix C.

The Action Plan 2024-2034 includes a series of proposals to improve active travel, public transport and traffic & parking that aim to meet objectives that align with community priorities and the Fife Local Transport Strategy. Proposals will be subject to delivery constraints and may require the support of several partners but each case a route to delivery has been identified with a deliver lead organisation.

1.4 Methodology

The plan is backed by an extensive data and document review, including neighbourhood plans, and has been designed to support the objectives of the Local Transport Strategy for Fife 2023-2033. An issues and objectives consultation paper was published on 15th January 2024. Detail of Objectives development and Local Community Plan alignment are shown in Appendix D.

The Glenrothes Area Transport Plan is part of higher level national and regional transport strategies. Fife's Local Transport Strategy 2023-2033 sets out the strategic objectives with the following priorities:

- Fair access to daily activities
- Safe and secure travel for all
- Just transition to net zero
- Transport network resilience

The Area Transport Plan aligns with the **Local Community Plan**, which has a focus on:

- Opportunities for all - Mental Health, Tackling Poverty
- Thriving Places – The Town Centre, Glenwood Centre, Riverside Park
- Inclusive Growth and Jobs – Employment, Improve Town Centre
- Community Led Services – Participation, Community Involvement

Area Transport Plan actions may be adjusted if local community plan priorities change.

The timeline for the Area Transport Plan is a ten-year plan timeframe. Government policies may change but currently the following legislation is being planned for:

- Pavement Parking Ban, Transport (Scotland) Act 2023/2024
- Sales ban on new petrol or diesel cars and vans in 2035

The report has focused on the transport movement themes of **active travel (moving around by walking, cycling or wheeling), public transport and traffic & parking** that form a part of supporting successful places as defined in the local living framework of Scottish government planning guidance.

2 Community Priorities for Transport

2.1 Establishing Transport Priorities

Glenrothes area communities transport priorities have been used to develop Area Transport Planning objectives.

The evidence for community priorities has been taken from community-led plans and LTS public consultation feedback from 2021 and 2023. The local area objectives align with Fife-wide LTS objectives. The objectives were verified by responses to the first Area Transport Plan consultation in 2024.

2.2 Consultation

A community consultation was held in January and February 2024 and the area transport plan objectives were shown to have support from survey responses. A combined strongly agree or agree levels to objectives is shown in brackets below, taken from 265 survey responses. The community responses validate earlier consultations and have helped shape the area transport plan and action plan.

2.3 Area Transport Plan Objectives

Moving Around (Active Travel – Walking, Wheeling and Cycling):

AT1: Encourage travel to everyday activities by more walking, wheeling and cycling (78%)

AT2: Improve walking and wheeling accessibility in towns and villages (83%)

AT3: Improve people's feeling of safety when walking and wheeling or cycling (94%)

AT4: Work to meet demand for new walking and wheeling or cycling routes (79%)

AT5: Maintain active travel facilities condition and availability. (92%)

Public Transport (Bus and Train travel)

PT1: Work with partners to increase access to key daily activities by public transport (92%)

PT2: Work with partners to increase the affordability and attractiveness of bus travel (92%)

PT3: Increase bus infrastructure, that meets modern accessibility standards (91%)

PT4: Maintain public transport infrastructure condition and availability (90%)

Traffic & Parking (Cars and Commercial vehicles)

T&P1: Work with partners to reduce road deaths and serious injuries (94%)

T&P2: Enable the fair roll-out of electric vehicle charging infrastructure (54%)

T&P3: Retain current transport network road condition and availability (74%)

Updated T&P3: Maintain the current road network and retain availability

Of those disagreeing with T&P3 half wanted “Improvement” rather than retaining the current transport network road condition and availability therefore the objective has been reworded to indicate on-going maintenance rather than retaining defects.

A synopsis of top themes of written feedback from the Jan –Feb 2024 public consultation is contained in the Tables below.

Active Travel
<ul style="list-style-type: none"> • Improve maintenance of existing active travel routes. • Improve street lighting on active travel routes. • Signalise Bankhead roundabout including pedestrian phases. • Stop vehicles parking on active travel routes. • Retain access to Rights of Way and core path routes. • Active travel routes should be more disabled friendly with dropped kerbs for mobility scooter and wheelchair access. • Improve winter maintenance on active travel routes with higher priority gritting and snow clearing. • Provide seating next to active travel routes for allow users to take breaks.

Public Transport
<ul style="list-style-type: none"> • Bus Operators to improve the reliability of their bus fleet • Bus Operators need to keep to scheduled timetables. • Bus and Rail fares need to be more affordable. • Improve integration of timetables for bus and train services. • Bus Operators to reduce the cancelling of scheduled services • Bus Operators consider providing express services via Thornton

Traffic & Parking
<ul style="list-style-type: none"> • Road network condition needs to be improved not just kept at its current standard. • Pavement parking needs to be banned and enforced. • Provide more parking spaces in residential areas to prevent illicit parking on footpaths and grass areas. • Improve the quality of street lighting.

Glenrothes Area Transport Plan 2024-2034

A final public consultation was held in June 2024. A number of stakeholders contributed detailed feedback including the Community Manager, Planning, Transport Scotland, Thornton Community Council through a Local Place Plan and Fife College. A summary of results from the June 2024 survey are shown in Appendix C.

3 Action Plan Development

3.1 Introduction

An action plan has been developed by identifying options, appraising those options, and setting out active travel, public transport and traffic & parking actions by place, time, and delivery lead.

The action plan is set out by Glenrothes town ward area or settlement to focus in on local communities and places. The detail of the actions is show in the Action Plan tables in Appendix B. Some measures cross ward boundaries and therefore appear in several tables.

Implementation will be subject to available resources, but an approximate timeframe has been given for delivery of measures based on the following criteria:

- Short term 2024-2026,
- Medium term 2026-2030,
- Long term 2030-2034 and beyond

Measures may be undertaken by Fife Council, partners or private developers, and an indication of the delivery lead owner of the measures has been given in the Action Plan tables. The following organisations or teams have been identified as leading interventions:

- ST&P Fife Council Sustainable Transport and Parking
- PT Fife Council Passenger Transport
- RNM Fife Council Roads Network Management
- Structures Fife Council Structural Services
- GM Fife Council Grounds Maintenance
- TCED Fife Council Town Centre Economic Development
- Planning Fife Council Planning Service
- CN Fife Council Communities & Neighbourhoods
- FBP Fife Bus Partnership (6 partners)
- LP The Leven Programme (11 partners) & LUF
- FCCT Fife Coast & Countryside Trust
- TS Transport Scotland
- Sustrans Charity
- Developer Private Developer

Further information about lead organisations is contained at the end of this section.

3.2 Option Identification

Option identification and development has been undertaken from existing sources, such as Neighbourhood plans, community feedback, engagement with Schools, Local Development Plan Strategic Transport Assessments, Bus Priority Studies, emerging Active Travel Strategy network development, approved planning agreements and third-party operations with an involvement in the Glenrothes area. Options were not restricted to council funded projects as the Council does the best it can with the resources that it has available but only by partnering and seeking support from other organisations will there be major transport improvements. Details of the option development process are shown in Appendix D.

Public feedback has indicated that the council should focus on its core obligations, and to this end the business and usual elements of maintaining and looking after communities' local transport facilities and services have been reflected in common actions applicable to all places. These have been enhanced by initiatives to better check that basic facilities are being maintained and are to an acceptable accessibility standard.

These common actions are the core functions that support movement in and around communities, and is so doing supporting positive Mental Health, Tackling Poverty, supporting the Town Centre, and other regeneration projects, access to Employment, and allow mechanisms for Participation and Community Involvement linking to the Local Community Plan.

3.3 Option Appraisal

All actions have undergone an options appraisal and support one or more of the Glenrothes Area Transport Plan objectives and Local Transport Strategy priorities, and have been reviewed against Feasibility, Affordability and Public Acceptability.

The measures in the action plan are set out by local place. There is a focus on the key place-making support to connected movement by Active Travel (Walking, Wheeling and Cycling), Public Transport (Bus and Train), Traffic and Parking (Cars and Other vehicles) for each place. These actions have been selected to support local living, in conjunction with other actions in the community with people at the heart of all decision making.

3.4 Places

The place diagram below is a reference guide to the Glenrothes Area Transport Plan action plan shown in Appendix B. It shows the Action Plan transport measures table reference numbers that are applicable to each place in Glenrothes town and the settlements surrounding Glenrothes. For example, for public transport actions in Markinch see Appendix B, Table 20 in this report.

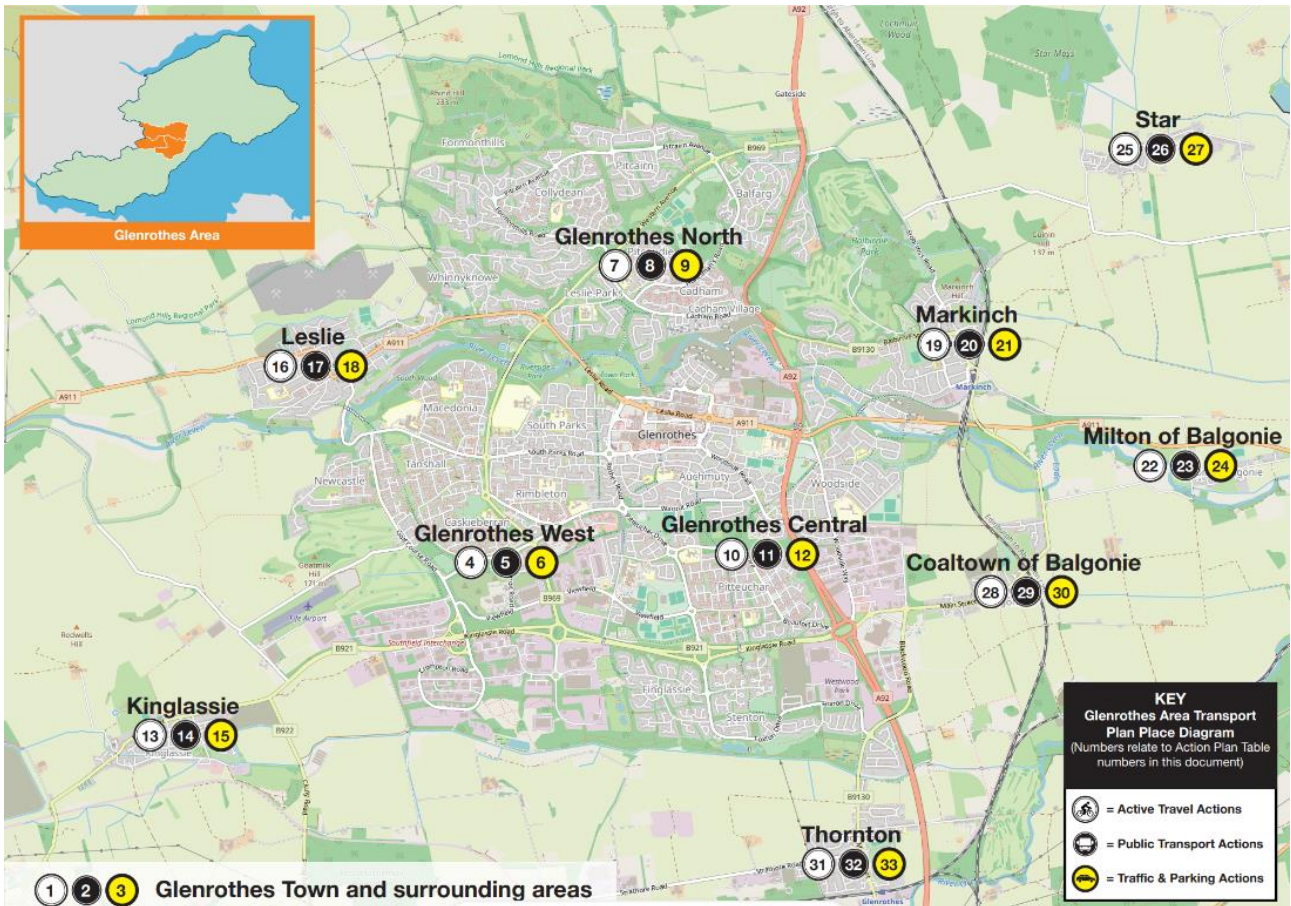


Figure 2 – Glenrothes Area Transport Plan, Place Diagram

The measures will also be translated onto a GIS Map for detailed locational review. Extents of completion will be subject to delivery lead capacity and annual funding constraints.

3.5 Place Priorities

In relation to Active Travel and priorities for actions on walking these will mirror the established priorities for winter gritting of footways, as follows:

Priority 1: Main town shopping areas and around centres of high pedestrian usage e.g. pedestrian precincts, hospitals, clinics, main access routes to schools, sheltered housing, residential homes and day centres for the elderly. Main pedestrian routes linking transport interchanges – railways, bus stations etc.

Priority 2: Busy urban areas e.g. other shopping centres and around public buildings and other commercial areas not included within priority 1. Main pedestrian routes in major housing developments.

Priority 3: Rural and less used urban footways. Un-adopted footways and/or footways subject to construction consents.

Area priorities may have changes due to re-development, and community feedback including any community plan updates.

3.6 Planning Requirements

Developers are obligated to provide or fund transport improvements as part of planning applications where an impact to the public road network is identified, the road network requires improvement to accommodate the development or enhancements such as active travel routes are required through policy. The level of improvement is determined by the Planning Authority usually through assessment of submitted Transport Statements or Transport Assessments. Reference should be made to planning conditions or legal agreements associated with planning permissions for full details and can be found on the Fife Council Online Planning portal.²

Footway and road improvements are subject to road authority approvals.

3.7 Common Actions - Glenrothes Town and Surrounding Settlements

There are several transport actions based on community priorities and consultation feedback, that are common to all places. These are shown in Table 1 - Table 3. Extents of completion will be subject to delivery lead capacity and annual funding constraints.

² Planning Portal <https://planning.fife.gov.uk/online/>

Table 1 - Active Travel Common Actions – All Places

Action	Measure	Timeframe	Delivery Lead
ATGen1	Carry out regular inspections and maintenance of walking, wheeling and cycling infrastructure.	Short-Long	ST&P
ATGen2	Improve accessibility and personal security of key walking, wheeling and cycling routes, based on a programme of audits - Priority 1 footway routes	Short-Long	ST&P
ATGen3	Carry out the Area Roads Programme (ARP) - Footway condition improvements planned annually	Short-Long	RNM
ATGen4	Audit and Implementation of the Active Travel Network (ATN) in the Glenrothes area based on the Fife Active Travel Strategy (ATS) - subject to approval and funding.	Short-Long	ST&P

Table 2 - Public Transport Common Actions – All Places

Action	Measure	Timeframe	Delivery Lead
PTGen1	On-going annual review Fife Council-subsidised bus services to improve route coverage, frequency and operating hours	Short-Long	PT
PTGen2	Improve accessibility and personal security at key bus stops and interchanges across Glenrothes, based on a programme of audits.	Short-Long	RNM
PTGen3	On-going work with transport providers to improve bus/rail integration through timetabling and the Fife Bus Partnership - focus on rail stations.	Short-Long	PT

Table 3 - Traffic & Parking Actions - All Places

Action	Measure	Timeframe	Delivery Lead
T&PGen1	Carry out routine inspections and repair programmes to maintain the condition of roads	Short-Long	RNM
T&PGen2	Carry out the annual Area Roads Programme (ARP) - planned road condition, lighting and traffic management improvements	Short-Long	RNM
T&PGen3	Carry out parking enforcement - for example on double yellow lines and other restrictions. Possible exemptions and mitigations for displaced parking are being assessed prior to the introduction and enforcement of Pavement Parking regulations, which will be subject to member approval.	Short-Long	ST&P

Place specific actions are shown in Table 4 to Table 33 in Appendix B for Glenrothes Town (West, North and Central) and the surrounding settlements. Each place has a series of Active Travel, Public Transport and Traffic & Parking actions identified. Extents of completion will be subject to delivery lead capacity, necessary approvals and annual funding constraints.

3.8 Strategic Transport Routes and Services

There are several strategic transport routes and services that serve and cross through the Glenrothes area, with individual active travel, public transport or traffic & parking projects that have been identified in the tables in Appendix B.

Active Travel:

There is a future Active Travel Network within Glenrothes and connecting to other part of Fife that has been developed through the Fife Active Travel Strategy. The National Cycle Network NCN766 , supported by Sustrans runs from Kirkcaldy to St Andrews (via NCN1) through the Glenrothes area. The Pilgrim Way leisure route, is maintained by FCCT in the greenspace outside extents of Riverside Park (Kinglassie to Markinch).

Public Transport:

Longer distance bus services to other parts of Fife, as well as longer distance Coach and Train services connecting to the cities of Dunfermline, Perth, Dundee, Edinburgh, and Glasgow are operated by bus and rail companies. The Glenrothes bus station, and rail stations, Markinch and Glenrothes with Thornton, act as strategic transport hubs for longer distance travel.

Traffic & Parking:

The A92 trunk road strategic corridor, owned and operated by Transport Scotland, has several identified improvement projects in the action plan tables that can contribute to the development of an updated Fife A92 Action Plan between Dundee and Dunfermline.

4 Action Plan Delivery

4.1 Lead Delivery Organisations Information

Fife Council works across its services and with partners to enable effective and connected transport networks to support access to services, jobs and green space to support communities and places. Transport Networks in Glenrothes area include walking, cycling and wheeling, public transport, traffic and parking. The following listing gives information on the role of each delivery lead with a mission statement or description of key departments.

- **ST&P, Fife Council Sustainable Transport & Parking**
 - **Sustainable Traffic & Travel** - We encourage everyday journeys and want to make it easier for people to travel around safely and efficiently. This includes improved walking and cycling routes.
 - **Road Safety & Travel Planning** - School travel plans are simply a list of actions that a school agrees and commits to undertake to reduce the barriers to active travel for as many staff, pupils and parents as possible. Here in Fife, the plan is developed and delivered by schools and supported by a dedicated travel plan team.
 - **Car Parking Strategy & Operations** - Fife Council provides both on and off street parking for public use. This includes 174 car parks and a total of 12,000 parking spaces. We maintain a register of public car parks that we own and try to ensure that there are enough short-stay parking spaces and quality Park-and-Ride facilities to enable people to gain ready access to town centres.
 - **Climate Change & Partnerships** – Along with our partners, we're committed to doing everything we can to help create a safer and cleaner environment, including continuing to invest in greener travel options. eFife is a project that supports Fife's electric vehicle network - from the vehicles and charging points to promoting the benefits of Electric Vehicles (EV).
- **PT , Fife Council Passenger Transport** - Fife is served by an extensive and demand responsive transport network. Most bus services in Fife are provided on a commercial basis. The Council subsidises around 10% of the network, mainly in the evening/weekends but also in many rural areas. These routes carried 2.3 million passengers in 2019.
- **RNM , Fife Council Roads Network Management** -Transportation Services is responsible for inspecting reported road defects and potholes and arranging any necessary repairs on the non-trunk, adopted roads in Fife. The following types of faults can also be reported by telephoning our contact centre:
 - Bus shelters
 - Drains

- Flooding
- Grit bins
- Gullies
- Potholes and uneven slabs
- Safety barriers and pedestrian guardrails
- Boundary fences
- Signs and bollards
- Street nameplates
- Temporary traffic lights (road works)
- Verges, trees and hedges
- Walls and embankments
- Winter maintenance
- **Structures , Fife Council Structural Services** - responsible for bridges, structures, flooding, shoreline and harbours.
- **GM , Fife Council Grounds Maintenance** - responsible for delivering high-quality environments by providing well-managed and carefully maintained parks, streets and open spaces.
- **TCED , Fife Council Town Centre Economic Development** - Business & Employability Services are responsible for developing initiatives to promote economic growth, enhance employability and supporting local businesses
- **Planning , Fife Council Planning Service** leads the Local Development Plan, the spatial strategy of Plan4Fife, and related planning policy. Supports place-based solutions with key stakeholders.
- **CN , Fife Council Communities & Neighbourhoods** - Communities and Neighbourhoods support integrated community services, community engagement and capacity building, community planning and anti-poverty work, community safety, community investment, projects and programmes and the development of community assets. The service also works in partnership to promote opportunities for learning, culture, sports, leisure and active communities.
- **FBP , Fife Bus Partnership (6 partners)** The Fife Bus Partnership is working to improve the bus network across Fife, for residents, businesses, and visitors alike. The project aims to make it easier and more attractive to take the bus in Fife because at the moment, it is not as easy or convenient as we would like it to be. The Fife Bus Partnership is made up of:
 - Fife Council
 - Stagecoach
 - Moffat and Williamson
 - Bay Travel
 - SEStran
 - Bus Users Scotland
- **LP , The Leven Programme (11 partners)** The Leven Programme is a series of connected projects along the River Leven in Fife, which have the environment and people at its heart. The main Leven Programme partners are: SEPA, Scottish Enterprise, NatureScot, Fife Council, Sustrans, Scottish Water, Fife College, Forth

Rivers Trust, Green Action Trust, Diageo, Keep Scotland Beautiful, Historic Environment Scotland, Zero Waste Scotland, Fife Coast and Countryside Trust, The Coal Authority.

- **FCCT , Fife Coast & Countryside Trust** - The Fife Coast and Countryside Trust is an independent charity working with partners for a healthy environment that supports wellbeing and sustains the balance between people and nature. Spread across more than 65 sites, FCCT maintains the Fife Coastal Path, Fife Pilgrim Way, the Lomond Hills Regional Park, local nature reserves, and award-winning beaches.
- **TS , Transport Scotland** - The national transport agency for Scotland. We seek to deliver a safe, efficient, cost-effective and sustainable transport system for the benefit of the people of Scotland, playing a key role in helping to achieve the Scottish Government's Purpose of increasing sustainable economic growth with opportunities for all of Scotland to flourish.
- **Sustrans** - custodians of the National Cycle Network, it's our role to care for it, improve it and champion a long-term vision for its future
- **Developer , Private Developer** – Developers are obligated to provide or fund transport improvements as part of planning applications through Section 75 agreements. The level of improvement is determined by Fife Council Transportation Development Management - reviewing planning applications and permissions, enforcements and making decisions on local policies through its statutory duties through 2,200+ planning applications per year.

4.2 Funding and Delivery

The actions in the action plan are community and development priorities to develop the Glenrothes area into a place with improving active travel, public transport, traffic and parking offerings with the vision of fair and sustainable access for all.

The lead organisations may not have the direct resources and funding identified to implement all actions at this time but by working together it should be possible over time and subject to local area and lead organisation approvals to take most actions forward over the lifetime of the plan. Some actions may also be subject to traffic road order legislation where there is no guarantee of delivery.

4.3 Monitoring

All proposed measures are being placed on a geographic information system (GIS) to aid presentation of the measures for monitoring purposes.

Annual monitoring of progress on actions is expected take place as part of active travel, public transport and traffic and parking annual budgeting exercises.

Monitoring and support of LTS objectives will take place through the LTS monitoring programme of which the Glenrothes area will contribute.

APPENDIX A: Transport and Travel Information Guide

Purpose: This guide is an outline tool signposting to transport and travel information for communities and stakeholders in Glenrothes. It designed to encourage engagement as desired by the community plan and highlight where wider LTS actions are being undertaken. Links are correct at the time of development, August 2024.

Aim: The guide supports Community wealth building by enabling social benefit from identifying opportunities from local investment in transport network assets and operations.

The guide does this by highlighting opportunities for access and support for transport and travel for daily activities, commuting, leisure, tourism, events, retail and goods delivery and support fair sustainable access for all.

The guide outlines what transport and travel contributions are made by:

- Fife Council
- public sector bodies
- people/individuals
- third sector and private sector/social enterprise

Further information is available at the sources shown.

Active Travel - Walking, wheeling and cycling

For general information on active travel, such as routes available, getting started, support organisations, etc, please visit www.travelfife.com

For information on our current Active Travel infrastructure projects visit www.fife.gov.uk/active-travel or email: activetravel@fife.gov.uk

We will also be commencing an updated regime for inspecting and maintaining walking, wheeling and cycling infrastructure. A programme of accessibility audits is also being developed on key walking and wheeling routes, which is an action from the Local Transport Strategy.

Routes through Parks are maintained by Parks and green spaces
<https://www.fife.gov.uk/kb/docs/articles/community-life2/parks,-allotments,-core-paths>

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In addition, Fife Council has a Core Paths Plan that provides access throughout the area.

The Fife Coast & Countryside Trust also maintain country walks for you throughout Fife.

<https://fifecoastandcountryside.co.uk/>

We all want “**a healthier and more active Fife where everyone can enjoy and experience the benefits of being more physically active**”. Initiatives have been developed to encourage this by Active Fife. <https://active.fife.scot/about/active-fife>

Public Transport – Buses, rail and community transport services

Alongside our supported bus services, we provide **Go-Flexi** and **Fife Bus**, which provide on-demand bus services for some rural areas and for people who are not able to access mainstream passenger transport.

We also provide the **MyFife National Entitlement Card** which offers a range of concessionary travel schemes for people in Fife.

We want everyone to be able to access bus travel in Fife, and to know exactly what routes they can travel. The Council, in partnership with others have created our **Journey Planning Map**. This interactive map allows you to plan your journeys ahead of time.

For more information, visit the [Travel Fife](#) website or email travel.fife@fife.gov.uk

Supported bus services reviews are undertaken regularly, based on customer surveys and feedback. There is a commitment in an action from the Local Transport Strategy to investigate bus service options contained within the Transport (Scotland) Act 2019, in particular the feasibility of local authority-run buses.

Traffic & Parking – Car Parks, Parking Support and Electric Vehicles

Details of all parking charges for the various parking places within Fife can be found on the [Car Parking Charges](#) web page. If there is a fault with a Pay & Display machine, please use another machine within the car park. If you are unable to obtain a ticket, you must contact the parking supervisor prior to leaving your vehicle on 03451 551507.

Blue badge holders and motorcycles are free to park in any of our spaces without the need to purchase a ticket. For further information take a look at our [Blue Badge](#) page.

For more information visit the parking web pages.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/parking-and-car-parks>

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There is a commitment to review the Fife Parking Strategy through an action in the Local Transport Strategy.

In support of the Electric Vehicle (EV) transition, the public sector in Scotland has led the provision of charging infrastructure. Since 2013, Transport Scotland have invested in a national base network of charge points named [ChargePlace Scotland](#).

For more information visit the eFife web page.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/electric-vehicle-network>

Maintenance & Reporting – Roads and Footways

You can notify us of any road problems by using our **online Road Reporting Form**. You can call us on 03451 55 00 11 from Monday to Friday, 8am to 6pm. In the event of an emergency, after 6pm, or at the weekend, please call 03451 55 00 99.

Please note that the Council are not responsible for the maintenance of the trunk road network (A92 and motorways). You can report defects to the Traffic Scotland Customer Care Line on 0800 028 1414.

We will also be developing a climate change adaptation action plan, setting out our approach to protecting the transport network from the effects of extreme weather. This is an action from the Local Transport Strategy. Winter maintenance including gritting information is undertaken on a priority basis.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/roads-and-pavements/road-maintenance/roads-and-gritting>

Road maintenance is carried out on a risk-based approach related to severity of carriageway defects and type of road. A programme of planned road improvements is detailed in the annual Area Roads Programme.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/roads-and-pavements/area-roads-programme>

Maintenance & Reporting – Street Lighting

There are over 68,000 streetlights keeping 100 towns, villages, and major road junctions well lit across Fife.

Transportation Services are responsible for the repair of all street lighting faults. You can use a form to report non-emergency faults with streetlights, illuminated signs/bollards and permanent traffic signals.

<https://www.fife.gov.uk/services/form-pages/report-a-streetlight-fault>

Road and Pavement Safety

We want to keep the people of Fife safe on the roads. School Travel Plans and Bikeability Cycle Training are contributing to road safety for our kids.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/roads-and-pavements/safety> or email: school.travelplans@fife.gov.uk

The Footway Parking Bill (Transport Scotland Act, 2019) was enacted on 11th December 2023. Fife Council is progressing with the detail of how the new powers could be implemented. If the Council agrees to adopt the statutory powers, then Parking Attendants would be able to take enforceable action against vehicles parking on pavements, over dropped kerbs and which are double parked (excluding areas which have exemptions).

There is a commitment to review the Fife Council policy on speed limits, considering the emerging National Strategy for 20mph, through an action in the Local Transport Strategy.

Looking after our Communities – Safer Communities

Fife Council's Safer Communities team works to deliver community safety across Fife.

Community safety covers a range of issues including crime, antisocial behaviour, public perception of crime and safety in our homes and on our roads and to improve the local environment,

<https://www.fife.gov.uk/kb/docs/articles/community-life2/safer-communities>

Place Development – Living well locally

Living Well locally is the idea of connected communities, where people can meet the majority of their daily needs within a reasonable walk, wheel, cycle or short trip of their home. Measures to support living locally have been a consideration in this plan such as improvements to active travel, public transport and traffic & parking. These elements contribute to a nationally recognised local living framework and can be measured by a place standard tool used in community planning.

Any questions about Living Well Locally can be sent through by email to fife.devplan@fife.gov.uk

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Planning service information can be found at:

<https://www.fife.gov.uk/kb/docs/articles/planning-and-building2/planning>

Community Say – Get Involved

Here you'll find links to information and advice about what's going on in Fife today as well as how we can all work together to improve our community.

<https://our.fife.scot/>

The Local Community Plan, and other information about Glenrothes can be found on the local area pages.

<https://our.fife.scot/lets-talk-local/glenrothes-area>

Local Interest - Community and Tourist resources

Glenrothes Town Art Trail

<https://storymaps.arcgis.com/stories/dac4cb5070a046baaa7402fbd528f554>

Glenrothes as a destination

<https://www.welcometofife.com/destination/glenrothes>

APPENDIX B: Action Plan – Place Specific Actions

4.4 Glenrothes Town - Place Specific Actions

4.4.1 Glenrothes West (Ward 13) - including the neighbourhoods of, Caskieberran, Finglassie, Macedonia, Newcastle, Rimbleton, South Parks and Tanshall

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 4 - Active Travel Actions: Glenrothes West

Action	Measure	Timeframe	Delivery Lead
AT22	Glenwood High School Travel Plan Refresh	Short	ST&P
AT23	Glenrothes High School Travel Plan Refresh	Short	ST&P
AT45	South Parks School Travel Plan Refresh at 3yrs+	Short	ST&P
AT46	Southwood School Travel Plan Refresh at 3yrs+	Short	ST&P
AT49	Newcastle School Travel Plan Refresh at 3yrs+	Short	ST&P
AT50	Caskieberran School Travel Plan Refresh at 3yrs+	Short	ST&P
AT51	St Paul's School Travel Plan Refresh at 3yrs+	Short	ST&P
AT57	Rimbleton School Travel Plan Refresh at 3yrs+	Short	ST&P
AT1a	Internal Riverside Park Path Improvements Ward 13	Short	ST&P
AT11	Review underpasses for feeling safe by Glenwood Centre, 2 no. Roxburgh Road	Short	CN
AT8	Glenwood Wayfinding audit to the town centre, Riverside Park, Boblingen Way from the Glenwood Centre by walking/cycling	Medium	CN
AT9	Improve walking and cycling experience along the Boblingenway.(Woodside to Leslie Viaduct) improve signage and access , seating, lighting and vegetation maintenance review, subject to funding	Medium	ST&P
AT10	Widen to cycling/walking route and provide access to SouthWood/core path	Medium	ST&P
AT30	Caskieberran Drive Active Travel Link, including crossings at roundabouts	Medium	ST&P
AT75	Accessibility Audit - Barnton Place, Newcastle, by Local shops	Medium	ST&P
AT77	Active Travel Improvements associated with Whitehills industrial estate planning agreement 21/00965/PPP - 3m wide footway/ cycleway on Whitehill Road, Toucan crossing on Whitehill Road, Upgrade of existing unadopted section of Glenrothes to Kinglassie shared footpath.	Long	Developer

Table 5 - Public Transport Actions: Glenrothes West

Action	Measure	Timeframe	Delivery Lead
PT4	Consider bus shelters near the Glenwood centre, Stop ID: 34329237 Roxburgh rd SB,	Short	RNM
PT5	Real Time information at bus stops extended outwith the bus station within Glenrothes town following a programme at key locations, subject to funding	Short	PT
PT15	Need for bus stops and shelters in Southfield Industrial Estate. Five locations: Whitworth Road, Rutherford Road, Cavendish Way, Stirling Road, Wheatstone Place, it currently works on a hail and ride basis.	Short	RNM
PT21	Bus access improvements associated with Whitehills industrial estate planning agreement 21/00965/PPP - Bus stop boarder at bus turning circle on Whitehall Rd	Long	Developer

Table 6 - Traffic & Parking Actions: Glenrothes West

Action	Measure	Timeframe	Delivery Lead
T&P13a	Review of Pavement Parking - including, Caskieberran, Finglassie, Macedonia, Newcastle, Rimbleton, South Parks, Tanshall	Short	RNM
T&P15	Glamis Centre (East & West) Carpark EV charging site	Medium	ST&P
T&P17	Glenwood Centre Carpark, EV charging site	Medium	ST&P
T&P13b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM
T&P27	River Leven Bridge Improvement Measures (White Bridge)	Medium	Structures

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4.4.2 Glenrothes North (Ward 14) - including the neighbourhoods of, Balgeddie, Balfarg, Collydean, Coul, Foresters Lodge, Formonthills, Pitcairn and Pitcoudie

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 7 - Active Travel Actions: Glenrothes North

Action	Measure	Timeframe	Delivery Lead
AT2b	External Riverside Park -New Ped Crossing Point (B969 Victorian Frame - Fettykill Fox)	Short	ST&P
AT47	Collydean School Travel Plan Refresh at 3yrs+	Short	ST&P
AT48	Pitcoudie School Travel Plan Refresh at 3yrs+	Short	ST&P
AT83	Cadham Road (Pitcoudie Primary School -Cadham development) review of active travel link.	Short	ST&P
AT65	Improved Access to Gilvenbank Park Community Sports and Health Hub via Pitcoudie Avenue (Greenspace path lighting installation and maintenance)	Short	CN
AT1b	Internal Riverside Park Path Improvements Ward 14	Short	LP
AT32	Signage -Collydean to Pitcoudie via Pitcairn House (Collydean Way - adopted) Wayfinding, Local Urban route	Medium	CN
AT33	Signage - Collydean to Pitcoudie via Gilvenbank Park (adopted) Wayfinding, local urban route	Medium	CN
AT36	A92 (T) Markinch Roundabout signalisation with ped/cycle crossings - The Markinch Roundabout signalisation is required under planning conditions in 18/01756/EIA . Subject to agreement with Transport Scotland.	Medium	Developer
AT18	A92(T) Active Travel improvement of the A92_longitudinal improvements as per active travel strategy strategic urban routes_Markinch Rb to Preston Rb. Subject to agreement with Transport Scotland.	Long	ST&P/ Transport Scotland
AT19b	NCN766 on road sections review , Alburne Park(urban).	Long	ST&P
AT12	Could Den Trail, East Lomond to Pitcarin, Pitcarn and Could Den loop and Glenvale path _ FCCT path maintenance in Lomond Hills Regional Park	Long	FCCT
AT20	River Leven Cycleway_Loch Leven to Leven_between AuchmuirBridge and Milton of Balgonie_a long term ambition of the River Leven project along the river	Long	LP

Table 8 - Public Transport Actions: Glenrothes North

Action	Measure	Timeframe	Delivery Lead
PT5	Real Time information at bus stops extended outwith the bus station within Glenrothes town following a programme at key locations, subject to funding	Short	PT
PT9	A92(T) New bus stops on A92 at Balbirnie (CF206-A , BPF report), subject to agreement with Transport Scotland. Requires a detailed feasibility investigation following on from an initial establishment of the concept through a bus corridor study.	Short	PT/ Transport Scotland
PT16	A92(T) road signage to Markinch Train station from Markinch Rb, subject to agreement with Transport Scotland. Address as part of signalisation, see T&P28.	Short	via T&P28
PT12	Bus Layby Conversion on A911, conversion to bus cage and reduction of speed limit Morrisons and Auchmuty High School including reduction in speed limit to 40mph. (CF201 A, CR202-A CF203-A) - monitor delay to buses	Medium	RNM

Table 9 - Traffic & Parking Actions: Glenrothes North

Action	Measure	Timeframe	Delivery Lead
T&P12a	Review of Pavement parking - including, Balgeddie, Balfarg, Collydean, Coul, Foresters Lodge, Formonthills, Pitcairn, Pitcoudie	Short	RNM
T&P31	Iona Park for Pitcoudie Primary School; Traffic Road Order changes to address site specific parking issues.	Short	RNM
T&P12b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM
T&P28	A92(T) Markinch Roundabout Improvements - Subject to planning conditions. The Transport Scotland response notes that the Markinch Roundabout signalisation is required, but a northbound merge lane on the A92 is required first. Subject to approvals from Transport Scotland and housing build out, as described in planning conditions, ref. 18/01756/EIA.	Medium	Developer

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4.4.3 Glenrothes Central (Ward 15) - including the neighbourhoods of, Alburne Park, Auchmuty, Pitteuchar, Stenton, Town Centre, Warout and Woodside

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 10 - Active Travel Actions: Glenrothes Central

Action	Measure	Timeframe	Delivery Lead
AT2a	External Riverside Park -New Ped Crossing Point (at the riverside play area Leslie Rd)	Short	ST&P
AT6	Town Centre Wayfinding Review - Routes to key places within and to/from the town centre by walking/cycling (Finger posts, TSRTG active travel, map cabinets, totems)	Short	CN
AT37	Shared Use link needed. linking Flemington Road and A92, delivery in agreement with Fife Council's Economic Development Department.	Short	ST&P
AT19c	NCN766 on road sections review - Woodside Way(urban) - Woodside Way Active Travel corridor	Short	ST&P
AT71	NCN766 off-road section Bankhead to Thornton - Share with Care signs	Short	ST&P
AT24	Auchmuty High School Travel Plan Refresh	Short	ST&P
AT53	Pitteuchar East School Travel Plan Refresh at 3yrs+	Short	ST&P
AT54	Carleton School Travel Plan Refresh at 3yrs+	Short	ST&P
AT55	Pitteuchar West School Travel Plan Refresh at 3yrs+	Short	ST&P
AT56	Warout School Travel Plan Refresh at 3yrs+	Short	ST&P
AT1c	Internal Riverside Park Path Improvements Ward 15	Short	LP
AT79	Active Travel Improvements associated with Wardpark 12/01300/PPP, Toucan crossing on Foxton Drive.	Short	Developer
AT5	Explore route through the Kingdom Centre (North-south orientation) to improve connectivity. Location to be determined as part of town centre masterplan.	Medium	TCED
AT31	Walking Link for improvement to shared use Queensway (widen)	Medium	ST&P
AT38	Improvement of crossing at Alburne Park junction	Medium	ST&P
AT34	Woodside Road Underpass Bridge Deck Replacement - Boblingen way (TBC)	Medium	Structures
AT27	A92(T) Bankhead Roundabout signals for active travel crossing, subject to agreement with Transport Scotland. To be delivered with T&P33.	Medium	Transport Scotland

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AT18	A92(T) Active Travel improvement of the A92_longitudinal improvements as per active travel strategy strategic urban routes_Markinch Rb to Preston Rb. Subject to approval from Transport Scotland.	Long	ST&P / Transport Scotland
AT28	A92(T) Preston Roundabout signals for active travel crossing, subject to agreement with Transport Scotland, and subject to connecting Active Travel Network Infrastructure. To be delivered with T&P32.	Medium	Transport Scotland

Table 11 - Public Transport Actions: Glenrothes Central

Action	Measure	Timeframe	Delivery Lead
PT1	Buses need bus stop on North Street (near M&S) - currently request stop at The Henge Retail Park (39/40)	Short	RNM
PT5	Real Time information at bus stops extended outwith the bus station within Glenrothes town following a programme at key locations, subject to funding	Short	PT
PT17	External Riverside Park -(Bus shelters on Leslie Road)	Short	RNM
PT2	LTS objective 9 - Audit town centre bus stops in Glenrothes for accessibility to modern standards	Short	RNM
PT10	A92(T) General Bus Delay Reduction inc signalling Preston R/b , Bus Priority Fund Item CF204-A, subject to agreement with Transport Scotland. This measure would be delivered as T&P32. Signals have stakeholder support.	Medium	via T&P32
PT20	Continue to tackle anti-social behaviour at Glenrothes bus station by CCTV and providing staff presence. Working Group established between partners.	Medium	PT

Table 12 - Traffic & Parking Actions: Glenrothes Central

Action	Measure	Timeframe	Delivery Lead
T&P11a	Review of Pavement Parking - including, Alburne Park, Auchmuty, Pitteuchar, Stenton, Town Centre, Warout, Woodside	Short	RNM
T&P29	A911/Sappi Road Roundabout, West Mill Development, Ref. 20/02122/RCC	Short	Developer
T&P34	Improvements at James Watt Avenue approach to Bankhead Roundabout (Ref. 12/01300/PPP)	Short	Developer
T&P35	30mph on Foxton Drive moved eastward (Ref. 12/01300/PPP)	Short	Developer
T&P16	Flemington Road Carpark, EV Charging site	Medium	ST&P
T&P11b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM

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T&P1	Town Centre Urbanisation Transport Assessment - Potential change to roads hierarchy for Town Centre regeneration will require a review of Town Centre traffic management operations.	Medium	TCED
T&P32	A92(T) Preston Signalisation related to LDP requirements, subject to approval by Transport Scotland	Medium	Planning/ Transport Scotland
T&P33	A92(T) Bankhead Signalisation related to LDP requirements, subject to approval by Transport Scotland	Medium	Planning/ Transport Scotland

4.5 Glenrothes Surrounding Settlements - Place Specific Actions

4.5.1 Kinglassie

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 13 - Active Travel Actions: Kinglassie

Action	Measure	Timeframe	Delivery Lead
AT61	Kinglassie School Travel Plan Refresh at 3yrs+	Short	ST&P
AT68	East Kinglassie housing development site - New footway on south side of B921 and new raised table crossing point. Ref. 22/01021/FULL.	Short	Developer
AT69	East Kinglassie housing development site - New path connection to Lochty Park, subject to land agreements. Ref. 22/01021/FULL.	Short	Developer
AT4	Pilgrim Way leisure route, maintained by FCCT in greenspace outside extents of Riverside Park (Kinglassie to Markinch)	Long	FCCT

Table 14 - Public Transport Actions: Kinglassie

Action	Measure	Timeframe	Delivery Lead
PT18	New pair of bus stops east of Kinglassie on the B921	Short	Developer

Table 15 - Traffic & Parking Actions: Kinglassie

Action	Measure	Timeframe	Delivery Lead
T&P6a	Review of Pavement Parking in Kinglassie	Short	RNM
T&P18	Lochty Avenue Car Park, Kinglassie EV charging site	Medium	ST&P
T&P6b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM
T&P14	B921 Kinglassie Road / B922 Cluny Road Junction - Improvements due to Land to South of Hill view Kinglassie development 22/01021/FULL - relocation of the 20/40mph speed limit , 20 metres left turn lane on the B922 arm of the B922/B921 junction or contribution to traffic signal mitigation, including street lighting	Medium	RNM

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4.5.2 Leslie

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 16 - Active Travel Actions: Leslie

Action	Measure	Timeframe	Delivery Lead
AT74	Consider new pedestrian crossing point on Leslie High Street between existing ones, exact location to be investigated	Short	ST&P
AT58	Leslie School Travel Plan Refresh at 3yrs+	Short	ST&P
AT13	Condition and Accessibility Audit of Footways on A911 High Street Leslie - Greenside to Douglas Road)	Short	RNM
AT78	Active Travel Improvements associated with West Of Leslie 21/03474/FULL, Pedestrian Crossing on A911.	Short	Developer
AT14	Cycle route through Leslie - Active Travel Strategy - designated a strategic urban route	Long	ST&P
AT4	Pilgrim Way leisure route, maintained by FCCT in greenspace outside extents of Riverside Park (Kinglassie to Markinch)	Long	FCCT

Table 17 - Public Transport Actions: Leslie

Action	Measure	Timeframe	Delivery Lead
PT22	West of Leslie Bus stops (21/03474/FULL)	Short	Developer
PT19	Provide bus shelter at Douglas Road (southbound)	Medium	RNM

Table 18 - Traffic & Parking Actions: Leslie

Action	Measure	Timeframe	Delivery Lead
T&P3	Review junction and parking operation High Street/Prinlaws Road for pedestrian accessibility	Short	RNM
T&P5a	Review of Pavement Parking in Leslie	Medium	RNM
T&P2	Review possible village centre raised junction/parking management treatment at A911/Murray Place/Norman Place	Medium	RNM
T&P22	Greenside Carpark EV charging site	Medium	ST&P
T&P23	Mansfield Road Carpark, EV charging site	Medium	ST&P
T&P5b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM

4.5.3 Markinch

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 19 - Active Travel Actions: Markinch

Action	Measure	Timeframe	Delivery Lead
AT21	NCN 766 Clarity over shared cycle/walking routes - share with care - at offroad cycle route at Markinch Station	Short	ST&P
AT59	Markinch School Travel Plan Refresh at 3yrs+	Short	ST&P
AT3	Path Improvements Balbirnie Park	Medium	FCCT
AT4	Pilgrim Way leisure route, maintained by FCCT in greenspace outside extents of Riverside Park (Kinglassie to Markinch)	Long	FCCT
AT19a	NCN766 on road sections review Star/Markinch(rural)	Long	ST&P

Table 20 - Public Transport Actions: Markinch

Action	Measure	Timeframe	Delivery Lead
PT3	Continue to support Bus 'services' to Markinch mainline rail station evenings and weekends.	Medium	PT
PT11	General Bus Delay Reduction inc parking formalised in Markinch High Street (CF301-A), subject to funding	Medium	RNM

Table 21 - Traffic & Parking Actions: Markinch

Action	Measure	Timeframe	Delivery Lead
T&P4a	Review of Pavement Parking in Markinch	Short	RNM
T&P21	Betson Street Carpark EV charging site, subject to Common Good land agreement	Medium	ST&P
T&P4b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM
T&P26	West Mill Footbridge RTA Impact Damage/Protection	Medium	Structures
T&P30a	Rail stations (Markinch and Thornton) are on the edge of town - car parking maintained to support rail park and ride	Long	ST&P

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4.5.4 Milton of Balgonie

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 22 - Active Travel Actions: Milton of Balgonie

Action	Measure	Timeframe	Delivery Lead
see General Active Travel proposals in Table 1			

Table 23 - Public Transport Actions: Milton of Balgonie

Action	Measure	Timeframe	Delivery Lead
PT13	A911 Bus Prioritisation - speed limit reduction (40mph) on A911 with junction signalisations A911/Milton Brae, and bus priority at signals (with ped crossings) - Monitor delays to buses and consider benefit of signalisation in relation to delays at signals	Long	RNM
PT14	A911 Bus Prioritisation - speed limit reduction (40mph) on A911 with junction signalisations A911/Balfour Place and bus priority at signals (with ped crossings) CF303-A - Monitor delays to buses and consider benefit of signalisation in relation to delays	Long	RNM

Table 24 - Traffic & Parking Actions: Milton of Balgonie

Action	Measure	Timeframe	Delivery Lead
T&P10a	Review of Pavement Parking in Milton of Balgonie	Short	RNM
T&P10b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM

4.5.5 Star

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 25 - Active Travel Actions: Star

Action	Measure	Timeframe	Delivery Lead
AT25	Star Main Street Footway Improvements (ARP-Planned)	Short	RNM
AT60	Star School Travel Plan Refresh at 3yrs+	Short	ST&P
AT19a	NCN766 on road sections review Star/Markinch(rural)	Long	ST&P

Table 26 - Public Transport Actions: Star

Action	Measure	Timeframe	Delivery Lead
Refer to general actions common to all areas in Table 2			

Table 27 - Traffic & Parking Actions: Star

Action	Measure	Timeframe	Delivery Lead
T&P8a	Review of Pavement Parking in Star	Short	RNM
T&P8b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM

4.5.6 Coaltown of Balgonie

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table - 28 Active Travel Actions: Coaltown of Balgonie

Action	Measure	Timeframe	Delivery Lead
AT80	Active Travel Improvements associated with Coaltown of Balgonie 22/04156/FULL, Upgrade of footway between north of school to school gates with new pedestrian link from site.	Medium	Developer
AT81	Active Travel Improvements associated with Coaltown of Balgonie 23/00997/FULL, Footway provided along Millburn Avenue.	Medium	Developer

Table 29 Public Transport Actions: Coaltown of Balgonie

Action	Measure	Timeframe	Delivery Lead
Refer to general public transport actions common to all areas in Table 2			

Table 30 - Traffic & Parking Actions: Coaltown of Balgonie

Action	Measure	Timeframe	Delivery Lead
T&P9a	Review of Pavement Parking in Coaltown of Balgonie	Short	RNM
T&P24	School Road Carpark, EV charging site.	Medium	ST&P
T&P9b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM

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4.5.7 Thornton

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 31 - Active Travel Actions: Thornton

Action	Measure	Timeframe	Delivery Lead
AT63	Thornton School Travel Plan Refresh at 3yrs+	Short	ST&P
AT35	River Ore Thornton Partial Deck Replacement (Footways only)	Medium	Structures
AT76	Light the path through Memorial Park providing a safe walking route segregated from traffic, suggested via Thornton Local Place Plan proposal.	Medium	CN
AT82	Active Travel Improvements associated with Thornton SDA, 20/01156/PPP, 3m wide footway/ cycleway along Strathore Road development frontage.	Medium	Developer
AT70	Review linking Milton and Coaltown of Balgonie, Thornton and the Wemyss villages by active travel. A related proposal has been included in the Thornton Community Council's Local Place Plan. Proposals in Local Place Plans (LPPs) will be considered as part of the Local Development Plan (LDP) preparation programmed to take place through 2025. Proposals will be discussed and assessed in consultation with other Council Services and partners before being proposed in the LDP for consultation.	Medium	CN
AT19e	NCN766 on road sections review - Thornton(rural)	Long	ST&P
AT19d	NCN766 on road sections review - Heatherywood (rural)	Long	ST&P

Table 32 - Public Transport Actions: Thornton

Action	Measure	Timeframe	Delivery Lead
PT7	The Thornton to Leven Rail Line will provide access to and from Leven and Cameron Bridge in 2025 from Glenrothes with Thornton Station - NEW rail line and train services to Cameron Bridge and Leven	Short	Network Rail/ ScotRail

Table 33 - Traffic & Parking Actions: Thornton

Action	Measure	Timeframe	Delivery Lead
T&P7a	Review of Pavement Parking in Thornton	Short	RNM
T&P19	Strathore Road Carpark EV charging site, subject to agreement with Community Services	Medium	ST&P

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T&P20	Thornton Railway Station EV charging site	Medium	ST&P
T&P7b	Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Medium	RNM
T&P36	Traffic calming along Strathore Road development frontage (20/01156/PPP)	Medium	Developer
T&P30b	Rail stations (Markinch and Thornton) are on the edge of town - car parking maintained to support rail park and ride	Long	ST&P
T&P37	Thornton SDA - Link Road through site including roundabouts at Strathore Road and Main Street (Ref. 20/01156/PPP)	Long	Developer

A92 Actions Summary

As part of the LTS a Review the Fife A92 Action Plan with partners, to improve active travel, public transport and road safety on the A92 has been proposed. The A92(T) trunk road actions that have been developed as part of the Glenrothes Area Plan have been collated and shown below for ease of discussion with partners.

Table A92 - Summary of A92 Area Transport Plan measures for Glenrothes

Action	Measure	Timeframe	Delivery Lead
AT36	A92 (T) Markinch Roundabout signalisation with ped/cycle crossings - The Markinch Roundabout signalisation is required under planning conditions in 18/01756/EIA . Subject to agreement with Transport Scotland.	Medium	Developer
AT18	A92(T) Active Travel improvement of the A92_longitudinal improvements as per active travel strategy strategic urban routes_Markinch Rb to Preston Rb. Subject to agreement with Transport Scotland.	Long	ST&P/ Transport Scotland
PT9	A92(T) New bus stops on A92 at Balbirnie (CF206-A , BPF report), subject to agreement with Transport Scotland. Requires a detailed feasibility investigation following on from an initial establishment of the concept through a bus corridor study.	Short	PT/ Transport Scotland
PT16	A92(T) road signage to Markinch Train station from Markinch Rb, subject to agreement with Transport Scotland. Address as part of signalisation, see T&P28.	Short	via T&P28
T&P28	A92(T) Markinch Roundabout Improvements - Subject to planning conditions. The Transport Scotland response notes that the Markinch Roundabout signalisation is required, but a northbound merge lane on the A92 is required first. Subject to approvals from Transport Scotland and housing build out, as described in planning conditions, ref. 18/01756/EIA.	Medium	Developer
AT27	A92(T) Bankhead Roundabout signals for active travel crossing, subject to agreement with Transport Scotland. To be delivered with T&P33.	Medium	Transport Scotland
AT28	A92(T) Preston Roundabout signals for active travel crossing, subject to agreement with Transport Scotland, and subject to connecting Active Travel Network Infrastructure. To be delivered with T&P32.	Medium	Transport Scotland
PT10	A92(T) General Bus Delay Reduction inc signalising Preston R/b , Bus Priority Fund Item CF204-A, subject to agreement with Transport Scotland. This measure would be delivered as T&P32. Signals have stakeholder support.	Medium	via T&P32
T&P32	A92(T) Preston Signalisation related to LDP requirements, subject to approval by Transport Scotland	Medium	Planning/ Transport Scotland
T&P33	A92(T) Bankhead Signalisation related to LDP requirements, subject to approval by Transport Scotland	Medium	Planning/ Transport Scotland

APPENDIX C: Consultation Results, June 2024

Glenrothes Area Transport Plan - Consultation

26 Responses

11:53 Average time to complete

Closed Status

1. Are you an Individual or do you represent a Group or Business?

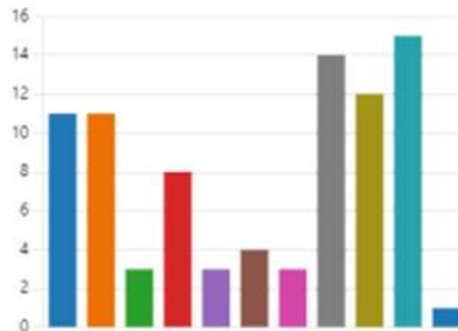


2. If you are representing a Group or Business, please state group or business name

2 Responses

Latest Responses

3. What places are you interested in? (You can tick more than one)



4. If other, please state where

1 Responses

Latest Responses

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5. How much do you agree with the actions proposed for active travel - walking, wheeling or cycling in the place you are interested in? (please refer to the draft Plan).

These include measures such as Footway Inspections and audits, annual Footway improvement programmes , School travel plans, Wayfinding and Community Safety reviews, Riverside Park improvements, Active Travel Network development.

● Strongly agree	8
● Agree	14
● neither agree or disagree	1
● Disagree	1
● Strongly Disagree	2



6. Is there anything else you want to say about any of the specific actions for active travel?

8
Responses

Latest Responses

3 respondents (38%) answered **links** for this question.

use the cycle
pavement links path
car
cyclist

7. How much do you agree with the actions proposed for public transport - bus and train travel in the place you are interested in? (please refer to the draft Plan).

These include actions such as supporting subsidised bus services, bus stop accessibility audits, integration of timetabling between bus/rail, Bus stop and bus shelter improvements.

● Strongly agree	8
● Agree	10
● neither agree or disagree	4
● Disagree	0
● Strongly Disagree	4



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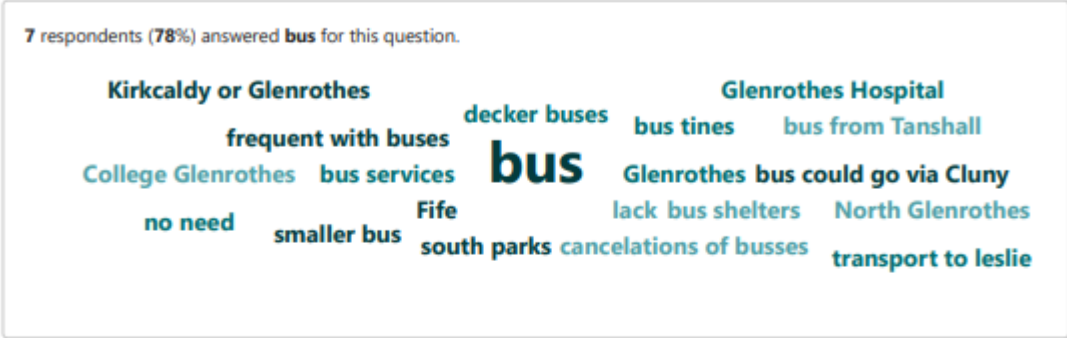
8. Is there anything you would like to say about any of the specific actions for public transport?

9
Responses

Latest Responses

*"Though not perhaps something that Fife Council can change, though can pe...
"their should be improved public transport to leslie due to consistent cancelat..."*

7 respondents (78%) answered **bus** for this question.



9. How much do you agree with the actions proposed for traffic and parking cars and other vehicles in the place you are interested in? (please refer to the draft Plan)

These include actions such as Road inspections, Annual programme of improvements (roads condition, lighting, traffic management), Car Parking Management, EV charging sites, Pavement Parking reviews and Junction signal control traffic management proposals, subject to agreement with relevant authorities.

Strongly Agree	9
Agree	10
neither agree or disagree	5
Disagree	2
Strongly Disagree	0



10. Is there anything else you want to say about any of the specific actions for traffic and parking?

13
Responses

Latest Responses

*"Traffic marking and parking continues to be a problem in Pitcoudie. there ar...
"improvement to roads would be beneficial several roads aswell as this pave..."*

5 respondents (38%) answered **roads** for this question.



APPENDIX D: LTS and Community Plan Alignment

Area Transport Planning Objectives have been developed from the evidence in community-led plans and LTS public consultation feedback from 2021 and 2023. The objectives align with selected LTS objectives in order that a direct contribution can be made from the Glenrothes Committee area to Fife-wide objectives. The objectives were later verified by responses to the first Area Transport Plan consultation in 2024. The Area Transport Plan vision is consistent with the LTS for Fair and sustainable access for all.

The proposed Area Transport Planning Objectives for Glenrothes are set out by Place-making criteria, covering Moving around (Active Travel), Public Transport (Bus and Train), Traffic and Parking. The objectives support the LTS priorities of Fair access to daily activities, Safe and Secure Travel for all, Just Transition to net zero and Transport Network resilience.

The process of converting problems identified by the community into local area transport plan objectives from overarching Local Transport Strategy objectives is shown below in a flow diagram and logic mapping table.

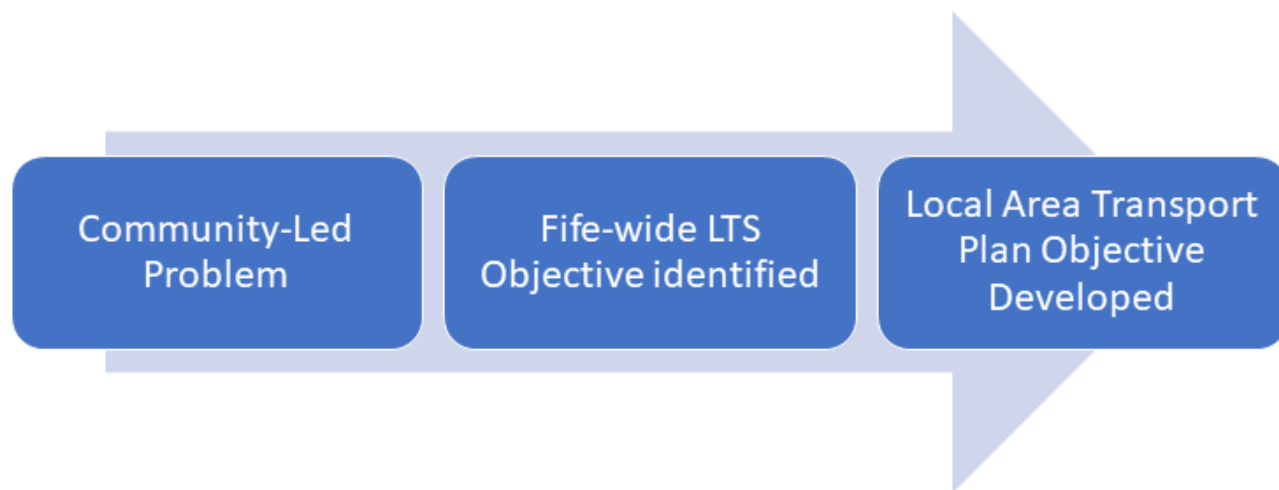


Figure D.1 - Process of converting problems identified by the community into local area transport plan objectives linked to overarching Local Transport Strategy objectives

The area transport plan objectives have been used to appraise the action plan.

Table D1.- Problems to Objectives Logic Mapping

Moving around (Active Travel)			
Glenrothes Transport Problem	LTS Objective Identified	Specific G_ATP Objective	LTS Priorities
Way Finding/Signage	Objective 1: Increase the proportion of trips that are walked, cycled or wheeled to 30% by 2033, from a baseline of 23% in 2019.	AT1: Encourage travel to everyday activities by more walking, wheeling or cycling	Fair access to daily activities
Facilities needed for all ages and needs	Objective 9a: Increase the proportion of, active travel infrastructure and town centres that meet modern accessibility standards by 20% by 2033	AT2: Improve walking and wheeling accessibility in towns and villages	Fair access to daily activities
NCN on-road sections are not attractive to use Unclear walking/cycling priority on shared routes Narrow lanes routes unattractive to use More Lighting in walking areas	Objective 11a: Increase the proportion of people who feel safe when walking, cycling and wheeling by 20% by 2032	AT3: Improve people's feeling of safety when walking and wheeling or cycling	Safe and secure travel for all
Lack of cycle facilities on the A92	Objective 12a: Provide leadership in working with others to reduce Fife's transport emissions by 56% by 2030, compared to a 1990 baseline (AT)	AT4: Work to meet demand for new walking, wheeling or cycling routes	Fair access to daily activities
NCN on-road sections are not attractive to use	Objective 13a: Support a reduction in vehicle kilometres travelled by 20% by 2030, compared with a 2019 baseline.(AT)	see AT4	Just transition to net zero
Boblingen Way/Cycleway Maintenance Leslie High street footways Lighting	Objective 18a: Retain current transport network transport network condition and availability	AT5: Maintain active travel facilities condition and availability.	Transport network resilience
Public Transport			
Glenrothes Transport Problem	LTS Objective Identified	Specific G_ATP Objective	LTS Priorities
Access by bus to train stations Bus trips to get around Glenrothes can be complex Long travel times and frequent changes to parts of Fife Bus from North of Glenrothes to Kirkcaldy Hospital	Objective 2: Work with partners to increase the proportion of Fife communities with access to key daily activities within one hour by public transport by 20% by 2033.	PT1: Work with partners to increase access to key daily activities by public transport	Fair access to daily activities
Affordability	Objective 3: Work with partners to increase the proportion of trips by bus to 10% by 2033, from a baseline of 6% in 2019	PT2: Work with partners to increase the affordability and attractiveness of bus travel	Fair access to daily activities
Dementia Friendly systems needed	Objective 9b: Increase the proportion of bus infrastructure,	PT3: Increase bus infrastructure, that meet	Fair access to daily activities

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Real time access to information - not on smart phone All buses and coaches are not low level and accessible for disabled and wheelchair accessible.	that meet modern accessibility standards by 20% by 2034	modern accessibility standards	
Public Transport bus services stops too early for workers Very few bus stops on the A92 in Glenrothes area.	Objective 12b Provide leadership in working with others to reduce Fife's transport emissions by 56% by 2030, compared to a 1990 baseline (PT)	see PT1 and PT2	Just transition to net zero
Direct quicker bus routes to Kirkcaldy Not enough public transport in north of Glenrothes around Balgeddie.(Top of Formonthills Road)	Objective 13b: Support a reduction in vehicle kilometres travelled by 20% by 2030, compared with a 2019 baseline.(PT)	PT5: Retain public transport infrastructure condition and availability	Just transition to net zero
Bus stop care and maintenance	Objective 18b: Retain current transport network transport network condition and availability	PT5: Retain current transport network public transport infrastructure condition and availability	Transport network resilience
Traffic & Parking			
Glenrothes Transport Problem	LTS Objective Identified	Specific G ATP Objective	LTS Priorities
Enforce prohibitions of waiting (e.g. double yellow lines), Unsafe or pavement Parking	Objective 10: Work with partners to reduce road deaths and serious injuries by 50% by 2030, and by 60% for children, with a view to achieving Vision Zero, a long-term aim for no road casualties, by 2050	TP1: Work with partners to reduce road deaths and serious injuries	Safe and secure travel for all
Need an electric charging hub, with 50kwh or faster chargers. The current charging points in Glenrothes are unlit, no facilities	Objective 14: Enable the fair roll-out of electric vehicle charging to provide appropriate numbers of chargers and levels of reliability as demand increases	TP2: Enable the fair roll-out of electric vehicle charging infrastructure	Just transition to net zero
Roads maintenance requires more investment	Objective 18: Retain current transport network transport network condition and availability	TP3: Retain current transport network road condition and availability. Updated to: TP3 Maintain the current road network and retain availability	Transport network resilience

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The Area Transport Plan also aligns with the Glenrothes **Local Community Plan**. These include the following themes and ways in which alignment has been developed.

- Opportunities for all - Mental Health, Tackling Poverty through promotion of active travel, and public transport objectives and actions.
- Thriving Places – The Town Centre, Glenwood Centre, Riverside Park through promotion of active travel, and public transport objectives and actions in these places.
- Inclusive Growth and Jobs – Employment, Improve Town Centre through promotion of active travel, and public transport objectives and actions.
- Community Led Services – Participation, Community Involvement through provision of a Transport and Travel Information Guide with sources of engagement information.

Appendix ## - Fife Environmental Impact Assessment

Project name:	Glenrothes Area Transport Plan	Committee report title:	Glenrothes Area Transport Plan
Committee name & date:	Glenrothes Area Committee	Have the proposals been subject to any other formal environmental assessment?	Strategic Environmental Assessment - Local Transport Strategy for Fife 2023-2033, pre-screening sent for assessment to the SEA Gateway 30th Jan 2024 and no feedback given, therefore accepted for exemption from SEA.
Completed by:	Emma Gilmour	Completed on:	45320

A. Wildlife and biodiversity		Answer	Comments
Fife Council is committed to protecting and enhancing Fife's natural heritage.			
1	What impact will the proposals have on wildlife (including protected sites and species)?	No impacts / not applicable	Should any impacts come from small scale works then mitigation should be possible and so no overall impact. Each project will require a individual assessment.
B. Impacts on people		Answer	Comments
Fife Council is committed to protecting and enhancing the wellbeing of our people.			
2	What impact will the proposals have on environmental nuisance? (i.e. visual impacts, traffic, noise, vibration, odour, dust, particulates, smoke)	Beneficial impact	Improving the ability to move around locally by walking, wheeling and cycling and use public transport is expected to reduce traffic, and the impacts it has. Any construction impact will have to be managed and mitigated on a case by case basis.

3	What impact will the proposals have on human health or wellbeing?	Beneficial impact	Improving the ability to move around locally by walking, wheeling and cycling and use public transport is expected to improve people health by being more active, and provide more access to healthcare and other opportunities such as green space for wellbeing.
C. Pollution		Soil and geology	Answer
Comments			
Fife Council is committed to protecting and improving air, water and soil quality.			
4	What impact will the proposals have on pollution (including pollution to air, water or soil)?	No impacts / not applicable	Pollution is not identified as a key issue in the area and the plan is not expected to impact on on pollution. There are no AQMAs in the Glenrothes Area.
D. Climate change		Answer	Comments
Fife Council is committed to cutting carbon emissions and making Fife more resilient.			
5	What impact will the proposals have on greenhouse gas emissions?	Beneficial impact	It is expected that improvements to moving around locally by active travel and public transport and insupporting a transition to Electric vehicles will reduce greenhouse gas emissions. This will support emmissions targerts outlined in the LTS.
6	What impact will the proposals have on resilience to the adverse effects of severe weather events, including flooding and landslips?	Beneficial impact	It is expected that measures to maintain roads, structures and footways will aid resilience gainats extreme weather events.
7	What impact will the proposals have on flooding and sites designated as being at risk of flooding or sea level rise?	No impacts / not applicable	No effect expected on flood risk sites, and not coast in the Glenrothes area.
E. Resources and waste		Answer	Comments
Fife Council is committed to using resources efficiently and minimi Please clarify your response			

8	What impact will the proposals have on how much waste is generated or how waste is managed?	No impacts / not applicable	Not expected to generate waste that can not be recycled. Construction waste will be recycled where possible.
9	What impact will the proposals have on energy use and the consumption of material resources?	No impacts / not applicable	Some resources may be used but the impact is expected to be negligible. The proposals are small scale and can use carbon efficient design and construction techniques to achieve carbon reductions.
F. Cultural heritage		Answer	Comments
Fife Council is committed to protecting		Please select an option:	Please clarify your response
10	What impact will the proposals have on cultural heritage (including designated heritage / archaeology sites or listed buildings)?	No impacts / not applicable	None identified.

Good practice	5
Data gaps or mixed impacts	0
Environmental red flags	0
No impacts identified	10

2 October 2024

Agenda Item No. 8

Proposed 20mph Zones – B921 & New Housing Development, Kinglassie

Report by: John Mitchell, Head of Roads & Transportation Services

Wards Affected: Ward No. 13 Glenrothes West and Kinglassie

Purpose

The purpose of this report is to allow the Area Committee to consider a proposal to introduce a 20mph zone on roads constructed within the new housing development and an extension to the current 20mph zone on the B921, east of Kinglassie.

Recommendation(s)

It is recommended, in the interests of road safety, that Committee:

- (1) agrees to the promotion of a Traffic Regulation Order (TRO) to introduce a 20mph zone as detailed in Appendices 1 and 2, drawing nos. TRO24/45-EXIS and TRO24/45-PROP with all ancillary procedures; and
- (2) authorises officers to confirm the Traffic Regulation Order within a reasonable period unless there are objections.

Resource Implications

The cost to formally promote this TRO will be approximately £2,500 which covers Roads & Transportation Services' and Legal Services' staff costs and advertising. This will be met from approved Service budgets. Delivery of the new infrastructure will be carried out by the developer.

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

The general duties section of the impact assessment and the summary form has been completed. No negative impacts have been identified.

Consultation

The local Ward Councillors and Police Scotland have been advised.

Formal consultation required by the Road Traffic Regulation Act 1984 for the TRO process will be carried out through the posting of legal notices in a local newspaper

and on the affected length of roads. In addition, details for the proposed TRO will be made available on www.fife.gov.uk.

1.0 Background

- 2.1 A road hierarchy has been developed for Fife in the Transportation Development Guidelines which helps developers design new housing development roads with a design speed appropriate for its function. These guidelines compliment other national standards and advice documents where residential roads are constructed to a design speed of 20 mph.
- 2.2 Residential roads in new housing developments should be reasonably self-enforcing with regards to vehicle speeds, through the road layout and traffic calming measures. As far as possible, geometry and natural features should be used to encourage speed reduction and provide the most environmentally friendly layout. Fife Council has been promoting mandatory 20mph zones in residential areas since 2003.
- 2.3 As part of this policy, 20mph zones are to be introduced on appropriate roads within new-build residential areas.

2.0 Issues and Options

- 2.4 Permission has been granted to build a new housing estate to the south-east of Kinglassie (planning application ref 21/03087/PAN). It is therefore necessary to introduce a 20mph zone on the roads to be built within this development in order to bring this estate in line with other residential areas in Fife.
- 2.5 It is also proposed to extend the existing 20mph zone on B921 eastwards. This is necessary to encompass the two road junctions that will be created to access the housing estate.
- 2.6 The introduction of traffic calming measures is a planning requirement for this development. The requirement on the A921 consists of three raised tables, two at the accesses to the new housing estate and one at the mid-point. These will follow their own legal process and will be subject to a statutory objection period.
- 2.7 The location of these roads and the extents of the new housing development is shown on drawing nos. TRO24/45-EXIS and TRO24/45-PROP.

3.0 Conclusions

- 3.1 In the interests of road safety, it is recommended that 20mph zones are promoted as shown on drawing nos. TRO24/45-EXIS and TRO24/45-PROP.

List of Appendices

1. Drawing No. TRO24/45-EXIS
2. Drawing No. TRO24/45-PROP

Background Papers

1. None

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Appendix 1



DESIGNED	EM	REV	AMENDMENTS	BY	APP'D	DATE
DRAWN	EM					
CHECKED	LC					
APPROVED	LC					
DATE						
SEP 2024						

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KEY:

- 20mph
- 40mph
- National speed limit



ROADS & TRANSPORTATION SERVICES

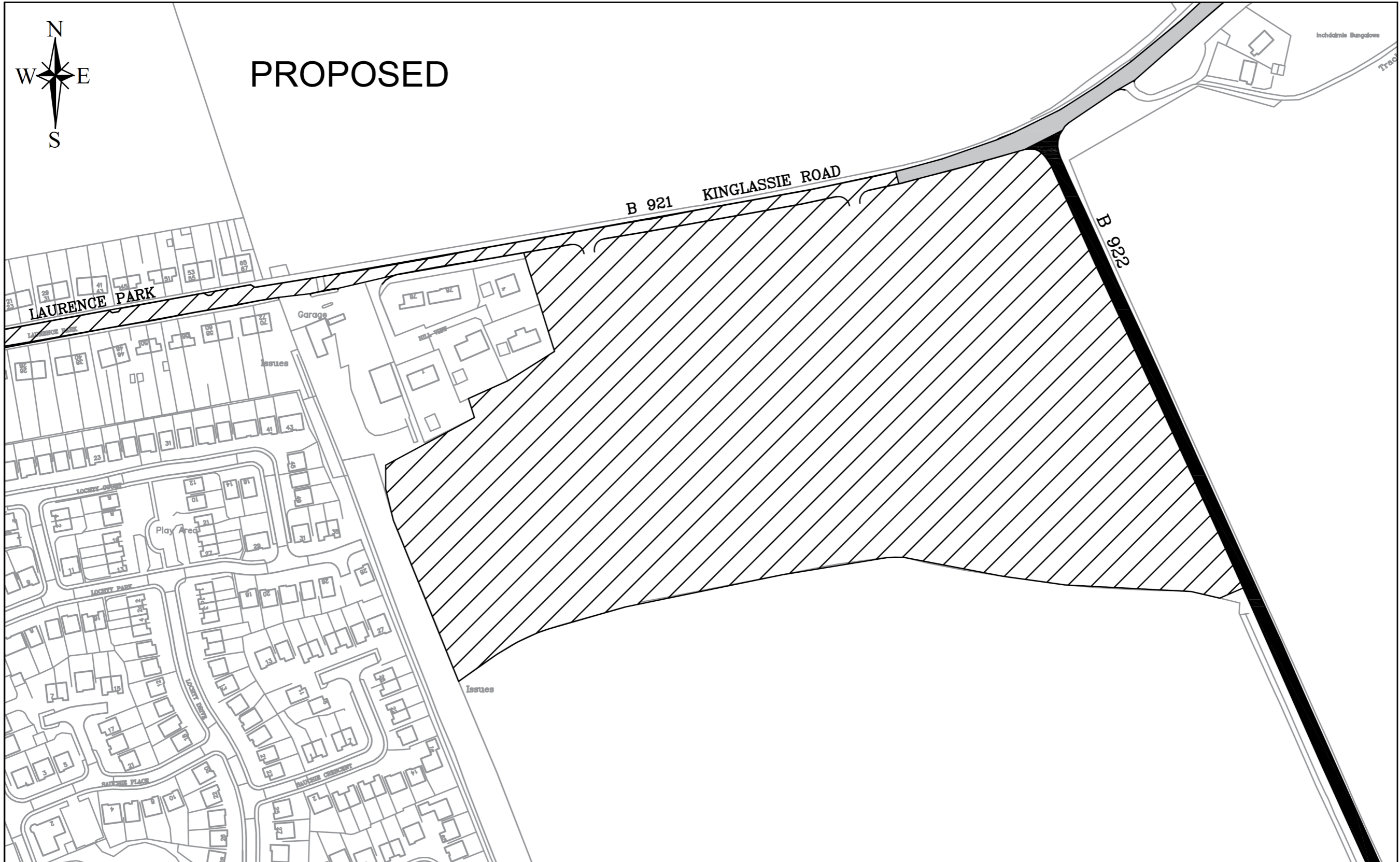
B921 Kinglassie Road

SCALE NTS

DRAWING No. TRO/24/45-EXIS

HEAD OF SERVICE - JOHN MITCHELL

Appendix 2

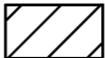



DESIGNED	EM	REV	AMENDMENTS	BY	APP'D	DATE
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CHECKED	LC					
APPROVED	LC					
DATE						
SEP 2024						


HEAD OF SERVICE - JOHN MITCHELL


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KEY:

 20mph

 40mph

 National speed limit

 **ROADS & TRANSPORTATION SERVICES**

B921 Kinglassie Road

SCALE: NTS DRAWING No. TRO/24/45-PROP

2 October 2024

Agenda Item No. 9

School Exclusion Zone (School Street) Trial – Pitcoudie Primary School, Glenrothes

Report by: John Mitchell – Head of Roads & Transportation Services

Wards Affected: Ward No. 14 – Glenrothes North, Leslie and Markinch

Purpose

The purpose of this report is to advise the Glenrothes Area Committee on the results of the School Exclusion Zone (SEZ) Trial Project for the pilot site at Pitcoudie Primary School, Glenrothes.

Recommendation(s)

Committee is asked to note the contents of the report and the Appendix.

Resource Implications

There are no further resource implications.

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

An EqIA and summary form have been completed – the summary form is attached to the report.

Consultation

The local Ward Councillors, Police Scotland, and Pitcoudie Primary School were advised prior to the introduction of the Experimental Traffic Regulation Order (ETRO).

Formal consultation required by the Road Traffic Regulation Act 1984 for the ETRO process was undertaken through the posting of legal notices in a local newspaper and on the affected length of roads. Details of the ETRO were made available on www.fife.gov.uk.

No formal objections were received during the statutory consultation period.

Consultation was undertaken through surveys with parents and guardians of children attending the school, and residents in the vicinity of the School Exclusion Zone (SEZ) before, 3 months after implementation, and one year after implementation.

1.0 Background

- 1.1 A report was considered at the Policy and Co-ordination (P&C) Committee on 4th November 2021 [Minute 2021.PC.99 Item 331 refers] where the Committee agreed to three trial School Exclusion Zones (also referred to as “School Streets”).
- 1.2 A School Exclusion Zone (SEZ) prevents non-residential traffic from using the road network outside a school entrance and selected surrounding streets, at set periods of the school day, typically during start and finish times.
- 1.3 A report was considered by the Glenrothes Area Committee on 7th September 2022 [Minute 2022.GAC.4 Item 12 refers] where the Committee agreed to introduce a trial SEZ at Pitcoudie Primary School, Glenrothes.
- 1.4 An ETRO was implemented at Iona Park, Glenrothes on 28th November 2022 for a period of 18 months and concluded on 28th May 2024.

2.0 Issues and Options

- 2.1 The School Exclusion Zones (School Streets) Trial Project Report (Appendix 1), outlines the scope and outcomes of the trial, and details the performance indicators for the project relative to:
 - any increase in active travel to and from school
 - any improved perception of road safety in the restricted street
 - the level of compliance with restrictions
 - the impact from displaced vehicles on surrounding streets
- 2.2 There has been no clear evidence from the data collected that the SEZ has materially improved environmental conditions around the school. A summary of key points relating to the SEZ at Pitcoudie Primary School are outlined below with comprehensive information provided in the Trial Project Report (Appendix 1).

Influence on Active Travel

- 2.3 Based on data from the Hands Up Survey undertaken annually by Sustrans there has been a slight reduction in children traveling in the active travel categories of walking, cycling, and scooting. There has been an increase in children being driven to school.
- 2.4 Consultations were carried out prior to the restrictions, 3 months after, and one year after implementation. Although 33% of respondents felt the SEZ would encourage active travel prior to launch, this reduced to 5% one year after implementation.
- 2.5 No modal change to active travel is evidenced, with many parents choosing to take their children to school by car.

Perception of road safety

- 2.6 Prior to implementation, 60% of consultation respondents felt the SEZ would make the area outside the school gates safer. This reduced to 17% one year after implementation.
- 2.7 There are mixed views from the community on improvement to perception of road safety outside the school gates with increased concern raised for other areas in the vicinity. There is no clear indication from the community that the SEZ significantly improved their perception of road safety.

Level of compliance

- 2.8 Traffic survey data was collected to provide traffic volume data before, 3 months after, and 14 months after implementation. This data shows initial reductions in traffic volume in the restricted street.
- 2.9 Comparing traffic volume from before with 14 months after implementation, the AM drop off traffic volume has increased by 32% in the restricted street, and the PM pick up traffic increased by 30%.
- 2.10 Graphs showing the traffic volume trends for the AM drop off and PM pick up are shown below in Figures 1 and 2 respectively.

Figure 1: Traffic Volume – AM drop off time

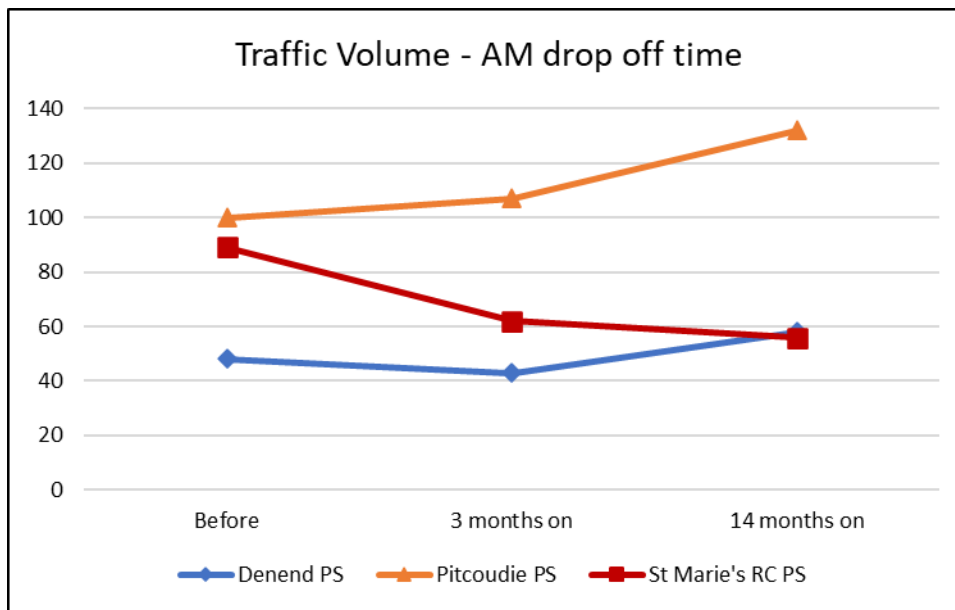
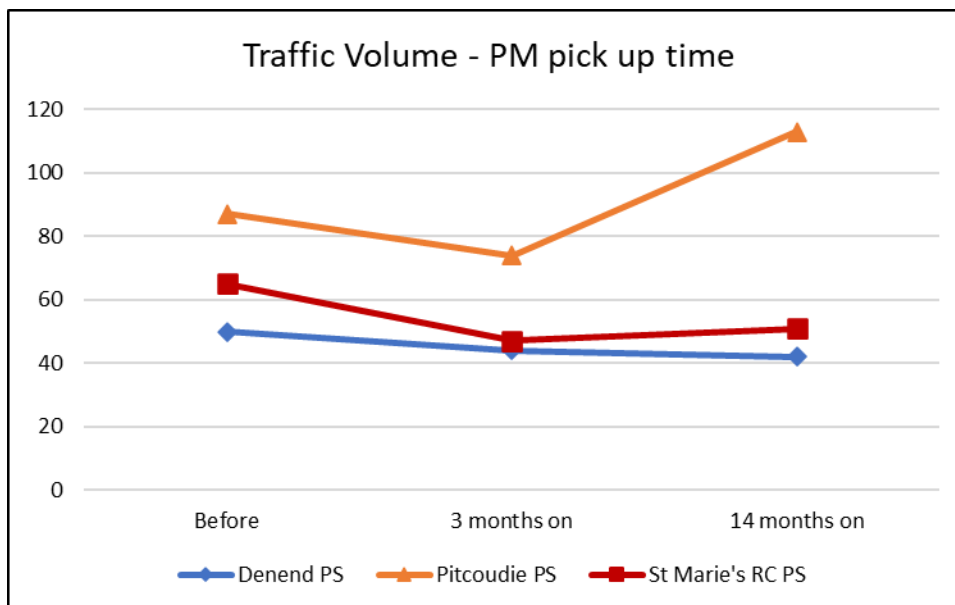


Figure 2: Traffic Volume – PM pick up time



- 2.11 The consultation on perception of compliance indicates that respondents felt there was very low compliance with 92% stating there was low or very low compliance after one year of implementation.

2.12 As there is currently no staff resource to marshal the site, success is dependent on Police enforcement and self-regulation. As little enforcement has been carried out by the Police, some drivers choose to ignore the restrictions with impunity, resulting in compliance levels continuing to reduce over time.

Impact of displaced vehicles on surrounding streets

2.13 From visual monitoring of the surrounding streets there appears to be minimal displacement of vehicles, which is perhaps partly explained by the traffic volumes being similar throughout the period.

2.14 There were some drivers choosing to park in the access road to the lock-up site off Pitcoudie Avenue, and a separate Traffic Regulation Order was promoted to mitigate this as agreed by the Glenrothes Area Committee on 24th May 2023 [Minute 2023.GAC.22 Item 55 refers].

Public opinion

2.15 The consultation asked respondents if they would like to see the trial site made permanent and if they would like to see similar restrictions used at other schools in Fife. The following table provides a breakdown; however, it should be noted that the number of responses received was very low. Given the low response numbers it is inconclusive that the views reflect a consensus.

Table 1 – Survey response after one year

Pitcoudie Primary	Responses	In favour of making trial site permanent	Percentage	In favour of using SEZs at other schools in Fife	Percentage
Total	40	29	73%	27	68%
SEZ Residents	7	6	86%	6	86%
Nearby area Residents	13	10	77%	8	62%
Parents*	26	18	69%	17	65%

*Note – parents may also be counted as a resident of SEZ or nearby area.

2.16 It is unclear to what extent the aftereffects of the Covid period and changes to working patterns for some parents and carers has had on the results from the trial and survey results.

2.17 A workshop meeting took place on 24th April 2024 with Ward Councillors, the School, and Roads & Transportation Services to discuss the restrictions with a consensus that the experimental restrictions had not been successful in achieving its objectives and the trial would be allowed to expire.

2.18 The workshop agreed that further options could be considered to address specific road safety concerns. To address these concerns, a proposal to amend parking restrictions in Iona Park will be submitted as a separate report to this Committee.

3.0 Conclusions

- 3.1 There has been no clear evidence from the data collected that the trial School Exclusion Zone has materially improved environmental conditions around the school.
- 3.2 Although there have been some positives from implementation of the SEZ, it has fallen short of the desired objective goals with diminishing return over time.
- 3.3 School Exclusion Zones can be introduced, but these should be carefully considered on a case-by-case basis and approved by the respective Area Committee. Any new SEZ site should be thoroughly consulted upon and implemented through an ETRO process.
- 3.4 It should be clear that a permanent SEZ at this school or at other schools will have limited success based on lack of Police enforcement, and lack of school or community resources to marshal the site.

List of Appendices

1. School Exclusion Zones (School Streets) Trial Project Report

Background Papers

- EqIA 2023 ETROs – (SEZ)

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Roads & Transportation Services

School Exclusion Zones (School Streets) Trial Project Report

Keith Johnston MCIHT
Technician Engineer
Traffic Management

November 2023
Revision G (Aug 2024)

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1 - Introduction

- 1.1 School Exclusion Zones (SEZ) have been introduced in other areas in the United Kingdom and Fife Council were keen to try these in Fife. A School Exclusion Zone (also known as a School Street) is to prevent non-residential traffic from using the road network outside a school entrance gate, and / or in surrounding streets, at set periods of the school day – typically during start and finish times.
- 1.2 Fife Council introduced 3 trial School Exclusion Zones in Fife to gather local data on effectiveness and acceptance by the community. The effectiveness of the trial sites is determined by measuring: 1) any increase in active travel to and from school; 2) any improved perception of road safety in the restricted street; 3) level of compliance with the restrictions; and 4) the impact of displacement of vehicles from the Zone to other streets.
- 1.3 Three schools were chosen for the trial which began simultaneously for each site on 28th November 2022 for a period of 18 months. The schools were:
 - Denend Primary and Nursery School, Cardenden
 - Pitcoudie Primary School, Glenrothes
 - St Marie’s RC Primary School, KirkcaldyThe trial expired on 28th May 2024.
- 1.4 This report describes the trial project and how it was implemented. Traffic surveys and consultations were conducted to gather information on their effectiveness under the criteria. This report describes the practical and resource implications for introducing and managing a SEZ. This will allow the respective Area Committees to make an informed decision on if it would be beneficial to introduce a permanent SEZ.

2 - Background and School Selection

- 2.1 At a full Fife Council meeting on 10th September 2020 a motion was made concerning “School Streets”. An amendment to the motion received the majority vote and asked, “Officers from Transportation and Education Services to bring a report to Policy and Coordination in due course, which details the experiences of trials similar to School Streets for consideration.”¹
- 2.2 A report was presented to The Fife Council Policy and Co-ordination Committee (P&C) on 4th November 2021 that outlined experiences of other Local Authorities where School Exclusion Zones had been implemented, presented criteria for street selection, and obtained approval to introduce three trial sites for this initiative. Following the local elections in 2022, reorganization of the various Council Committees resulted in the P&C Committee being replaced by the Cabinet Committee.
- 2.3 Denend Primary and Nursery School, Cardenden was specifically chosen at the P&C Committee, as the Parent Council for that school had recently submitted a petition for the street to be closed to traffic during school drop off / pick up times. The school is accessed from a short cul-de-sac with limited turning space and has a small car park intended for Council Housing tenants only.
- 2.4 Pitcoudie Primary School, Glenrothes was selected in line with the selection criteria and in addition this school had attempted to stop traffic entering the street on their own initiative in the past. The school is also accessed from a cul-de-sac with several residential properties. This site has several neighbouring streets and a Park & Stride site a short walk away at Cadham shops.
- 2.5 St Marie’s RC Primary School, Kirkcaldy was selected in line with the criteria. It was important to include a Roman Catholic School in the trial due to the expanded catchment area for this type of school. At a site meeting with the school, Police Scotland, and a Councillor, various unsafe driving manoeuvres were observed and an exclusion zone for this school could address some of these specific safety concerns. This school is also accessed from a cul-de-sac and has a good remote access footpath that leads to the rear of the school. The Park & Stride site is located at a community centre on the opposite side of a busy road which has a part-time 20 mph and a TOUCAN crossing.
- 2.6 All three sites had strong support for the trial from the schools, are accessed from a cul-de-sac, and have Park & Stride options.

¹ The Fife Council meeting 10/09/2020 minute 2020.FC.219 Item 191

3 - Traffic Signs

- 3.1 Following the P&C Committee in November 2021 work began on the school selection and design for the entry sign. At this point there was no provision in the Traffic Signs Regulations and General Directions 2016 (TSRGD) for the entry sign that would be required. An application was submitted to Transport Scotland for special authorisation for the entry sign which was approved.
- 3.2 In the spring of 2022, Scottish Parliament approved legislation amending the TSRGD to allow several additional signs to be permitted in Scotland. This legislation, The Traffic Signs Amendment (Scotland) Regulations and General Directions 2022 came into force on 23rd May 2022.² This Amendment included a sign for use at School Exclusion Zones and was very similar to the approved entry sign Fife Council designed for special authorisation. The initial design was discarded in favour of the sign shown in the Amendment legislation.
- 3.3 SWARCO were selected to manufacture and supply the signs through the procurement process.
- 3.4 Within the first few days of operation, it was discovered the lights on the entry sign were difficult to see from any angle other than straight on. Given that all three sites are culs-de-sac accessed from right angle junctions this was a significant issue that required attention. To address this SWARCO were contacted to increase the brightness of the lights to the maximum setting. Any future signs will require larger LED clusters and specification for increased angle of view.
- 3.5 Even with the brightness set to maximum the entry signs were still difficult to see from a right angle. Twin amber LED flashers were procured and retrofitted underneath the signs. These are to provide an increased visual indication that the signs are operational and are viewable from a wider angle. These additional LED flashers only worked for one school term due to a programming fault within the factory. As these LED flashers are of a different make to the main entry signs there have been significant issues with reprogramming the flashers which was not rectified until after the summer holidays of 2023.
- 3.6 The LED flashers have had repeated problems, and the manufacturer has not permitted any programming software to be passed to ourselves or our maintenance contractor SWARCO. Therefore, faults and reprogramming must be addressed by the manufacturer. This is not practical nor suitable as issues cannot be resolved within an acceptable timeframe. Should the SEZ trial sites be made permanent, new entry signs should be considered providing a clearer field of view and suitability for ongoing maintenance. This would negate any need for additional LED flasher units.

² <https://www.legislation.gov.uk/ssi/2022/111/contents/made>

4 - Permits

- 4.1 It was intended to introduce the SEZs without a permit system, however following communications with the schools and residents it soon became apparent that a permit system was required to allow an element of control and to assist the Police with enforcement.
- 4.2 In Fife there is a permit system for residents parking schemes, and these are on an electronic system that Fife Council Parking Attendants access via their handheld devices for enforcement. However, as contravention of the SEZ restriction is a moving traffic offence, enforcement solely lies with Police Scotland who would not have access to our electronic permit system. Therefore, a paper permit system was required.
- 4.3 Fife Council designed the permits in-house in the style and size of an old tax disc with a holographic border to reduce possibility of counterfeit versions. These permits name the school, include the vehicle registration, and expiry date.
- 4.4 Those who qualified for a permit included residents at qualifying addresses within the SEZ, school staff, and school contract taxis. Blue badge holders are exempt from the restriction and do not require a permit.
- 4.5 Others with extenuating circumstances could also apply and this was up to the School Management Team's discretion. Several permits were issued by the schools for parents of children with additional support needs that do not have blue badges. In most cases these have been provided for children with autism.
- 4.6 There is no provision for visitor permits which caused inconvenience for individuals wishing to visit and care for infirm or elderly residents during the exclusion times. Individuals with temporary circumstances did not qualify for a permit such as pregnant mothers and those with temporary illnesses.
- 4.7 Taxi companies who have a school contract to assist a specific child often have several vehicles in their fleet, with these companies uncertain as to which vehicle will be used throughout the year. Unfortunately, this means the taxi companies apply for many permits and it is difficult to prevent them misusing permits to take a regular fare directly to the school gates.
- 4.8 Permits had to be facilitated by Fife Council's Traffic Management team and by each school which increased pressure on these staffing resources.
- 4.9 If the SEZs are made permanent or made available to other schools, there would be an ongoing resource implication. This would include a staffing resource including overheads to facilitate and provide permits. For the trial SEZs, each paper permit cost £1.64 plus other costs with issuing the permit (envelopes, postage etc). If SEZs are made available for other schools, it would be recommended to invest in an electronic system that can be used by Police Scotland and Fife Council as administrators. Any such software would have a financial implication.
- 4.10 Permits were issued free of charge, and this matches other local authorities in Scotland. Therefore, provision of SEZs will have an ongoing resource implication.

5 - Legal Order

- 5.1 There were some delays with production of the Experimental Traffic Regulation Order (ETRO) due to reduced staff levels, local elections, and priorities with preparation of other time sensitive Traffic Regulation Orders. SEZs require several exemptions that need to be defined in the legal order and required careful review by the legal team to ensure the ETRO was competent. The ETRO procedure allowed for an objection period of 6 months and no formal objections were received.
- 5.2 Any new SEZ sites would require approval from the respective Area Committee and should be thoroughly consulted upon and implemented through an Experimental Traffic Regulation Order process.
- 5.3 On review of the experimental SEZ, each respective Area Committee would decide on whether it would be of benefit to retain the restrictions and introduce a permanent Traffic Regulation Order.

6 - Information gathering

- 6.1 As School Exclusion Zones are new to Fife, consultation was carried out prior to each site's launch. This consultation served two purposes: 1) to provide information on what a SEZ is and the objectives, and 2) to gather views and opinions from the community on whether a SEZ would be effective.
- 6.2 A letter was sent to all the properties within each School Exclusion Zone boundary and to other properties in the nearby vicinity. A letter was also issued via the schools to all the parents and guardians of children attending each school. These letters invited individuals to fill in an online consultation form that was multiple choice and offered a section to provide written comments. In addition, individual webpages were provided for each SEZ including FAQs and a location plan on www.fife.gov.uk.
- 6.3 Other traffic surveys were arranged prior and after implementation and these were: traffic collision data, speed / volume traffic count, air quality survey, and the hands-up survey that is annually taken by Sustrans. Analysis of traffic data is provided in [7 - Traffic Survey Data](#).
- 6.4 Residents and parents were invited to share their views approximately 3 months after implementation and again approximately 1 year after implementation. Analysis of the consultations is provided in [8 – Consultation and public view](#).
- 6.5 It should be noted that the level of response to the consultations was low.

7 - Traffic Survey Data

Traffic Collision Data

- 7.1 Comparison of traffic collision data has been gathered, with zero reported injury collisions before and during the trial period to date. This information is based on collisions reported and logged by Police Scotland. Collisions that are damage only to vehicles or other property are often not reported to the Police and not recorded. There can be no clear indicator of road safety improvement from these statistics.
- 7.2 There are anecdotal accounts that one pedestrian collision occurred at Denend Primary where a parent was hit by a vehicle within the SEZ. However anecdotal information is unverified, does not provide complete information, and difficult to use for analysis.

Speed / Volume Data

- 7.3 Survey data was collected using a radar unit that recorded both directions of traffic with results from 5 weekdays over 24-hour periods. Below details a summary for each site.

Denend Primary and Nursery School

Before vs 3 months on

10% and 12% reduction in traffic volume in the AM drop off and PM pick up times respectively. No change in traffic speed.

Before vs 14 months on

AM drop off traffic increased by 21%, however PM pick up traffic reduced by 16%. Traffic speed decreased by 1 mph.

Pitcoudie Primary School

Before vs 3 months on

7% increase in AM drop off traffic volume. 15% decrease in PM pick up traffic volume. Traffic speed increased by 1 mph.

Before vs 14 months on

32% and 30% increase traffic volume in the AM drop off and PM pick up times respectively. No change in traffic speed.

St Marie's RC Primary School

Before vs 3 months on

30% and 28% reduction in traffic volume in the AM drop off and PM pick up times respectively. No change in traffic speed.

It should be noted the survey equipment location was placed further into the street and would not detect traffic only travelling part way into the street and turning in the road.

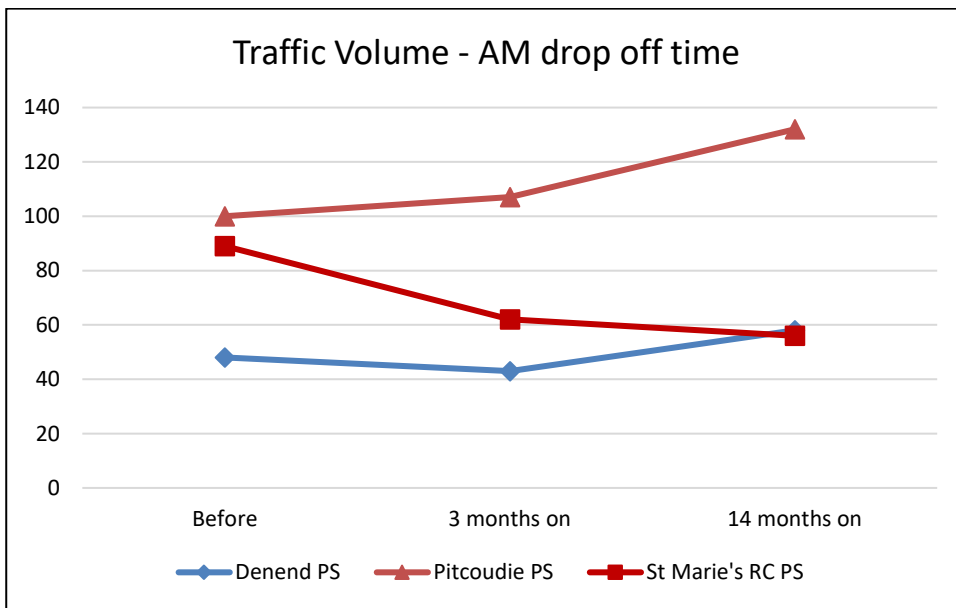
Before vs. 14 months on

63% and 22% reduction in traffic volume in the AM drop off and PM pick up times respectively. Traffic speed increased by 1 mph.

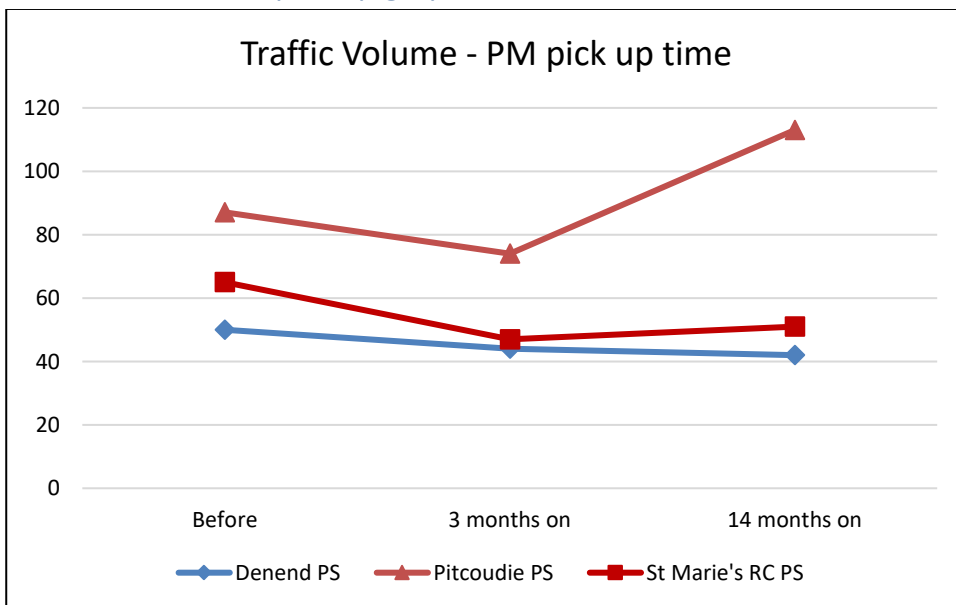
It should be noted the survey equipment location was placed further into the street and would not detect traffic only travelling part way into the street and turning in the road.

- 7.4 Traffic volume data indicates that in the initial 3 months volume has reduced at all three sites which would indicate some compliance with the restrictions. Repeat surveys 14 months following implementation provide mixed results. Denend PS has seen an increase in AM traffic, but a reduction in PM traffic. Pitcoudie Primary School has seen a significant increase in traffic volume since before the restrictions. St Marie's RC Primary School has seen a decrease in traffic volume since before the restrictions.
- 7.5 Based on resources available for the trial project it was decided that monitoring on adjacent and nearby streets would not be carried out.
- 7.6 The following graphs show the traffic volume from before implementation, 3 months and 14 months following the restriction.

Traffic Volume AM drop off graph



Traffic Volume PM pick up graph



Air Quality Data

7.7 Air quality data was collected for a period of 5 days before implementation and 5 days during the trial period. Air quality in these areas is very good with very low carbon monoxide levels.³ The following table shows data from before implementation of the SEZ and data recorded 3 months into the SEZ trial. Results provided are taken from weekdays only.

Table 1 – Air Quality Data

Denend PS	Before	During
	21/06/22 - 27/06/22	20/02/23 - 24/02/23
Max 8 hour running mean	0.25 ppm*	1.08 ppm
AM drop off	0.05 ppm	1.05 ppm
PM pick up	0.2 ppm	1.1 ppm

Pitcoudie PS	Before	During
	01/10/22 - 07/10/22	20/02/23 - 24/02/23
Max 8 hour running mean	0.11 ppm	0.08 ppm
AM drop off	0.15 ppm	0 ppm
PM pick up	0.1 ppm	0.05 ppm

St Marie's RC PS	Before	During
	01/10/22 - 07/10/22	20/02/23 - 24/02/23
Max 8 hour running mean	0.06 ppm	0.5 ppm
AM drop off	0.05 ppm	0.5 ppm
PM pick up	0.1 ppm	0.5 ppm

*Parts per million

Hands-Up Survey Data

7.8 The Hands-Up annual survey organised by Sustrans looks at how pupils across Scotland travel to school and nursery.⁴ Percentages shown in the following summary are the percentage of the respondents using a mode of transport to get to school.

Denend Primary and Nursery School

Active travel in the categories of walking, cycling, and scooting reduced from 49% to 42%.

Park & Stride use reduced from 28% to 23%.

Driven to school increased from 15% to 16%.

Bus use increased from 9% to 19%.

³ Further information on Air Quality in Fife can be found here:

<https://www.fife.gov.uk/kb/docs/articles/environment2/environmental-health/air-quality>

⁴ <https://www.sustrans.org.uk/our-blog/projects/uk-wide/scotland/hands-up-scotland-survey>

Pitcoudie Primary School

Active travel in the categories of walking, cycling, and scooting reduced from 72% to 65%.

Park & Stride use remained the same.

Driven to school increased from 6% to 11%.

Bus use increased from 3% to 6%.

St Marie's RC Primary School

Active travel in the categories of walking, cycling, and scooting reduced from 28% to 24%.

Park & Stride use increased from 35% to 38%.

Driven to school decreased from 4% to 3%.

Bus use remained the same.

All three sites saw a reduction in active travel under the walking, cycling, and scooting categories.

8 – Consultation and public view

- 8.1 Prior to each site launch, parents and residents were invited to take part in an online consultation. This consultation gave an indication of the community views on the proposal and whether individuals felt it would be successful.
- 8.2 Generally consultation respondents felt the SEZ would improve safety outside the school, however there was uncertainty over how drivers would obey the restrictions and the effect on active travel.
- 8.3 While some feel that safety outside the school gates has improved, many express concerns that risk has increased at other locations.
- 8.4 Key points from the consultation feedback are highlighted below for each site. These are grouped into the objective headings of 1) perception of road safety; 2) compliance of the restrictions; and 3) influence on active travel.
- 8.5 It should be noted that the level of response from the consultations was low.

Denend Primary and Nursery School

Pre-SEZ consultation responses: 43

3-month consultation responses: 44

1 year consultation responses: 17

Perception of safety

Prior to the SEZ, 76% of consultation respondents felt that the SEZ would make the area outside the school gates safer. 3 months into the SEZ trial this reduced to 30% of consultation respondents agreeing the area outside the school gates is safer. After 1 year, only 12% of respondents felt the area outside the school gates was safer.

Compliance of restrictions

Prior to the SEZ 60% of respondents felt that motorists would not comply with the restrictions. 3 months into the SEZ trial 80% stated there was low or very low compliance. After 1 year, 94% stated there was low or very low compliance.

Influence on active travel to school

A key objective for the SEZ is to encourage more active travel to and from school. Although 51% felt that the SEZ would encourage more active travel prior to launch, 3 months in this reduced to 5%. However, after 1 year 18% of respondents felt the SEZ has encouraged more active travel.

Pitcoudie Primary School

Pre-SEZ consultation responses: 15

3-month consultation responses: 72

1 year consultation responses: 40

Perception of safety

Prior to the SEZ, 60% of consultation respondents felt that the SEZ would make the area outside the school gates safer. 3 months into the SEZ trial this reduced to 32% of consultation respondents agreeing the area outside the school gates is safer. After 1 year, only 17% of respondents felt the area outside the school gates was safer.

Compliance of restrictions

Prior to the SEZ 53% of respondents felt that motorists would not comply with the restrictions. 3 months into the SEZ trial 74% stated there was low or very low compliance. After 1 year, 92% stated there was low or very low compliance.

Influence on active travel to school

A key objective for the SEZ is to encourage more active travel to and from school. Although 33% felt that the SEZ would encourage more active travel prior to launch, 3 months in this reduced to 15%. However, after 1 year 5% of respondents felt the SEZ has encouraged more active travel.

St Maries RC Primary School

Pre-SEZ consultation responses: 12

3-month consultation responses: 52

1 year consultation responses: 42

Perception of safety

Prior to the SEZ, 67% of consultation respondents felt that the SEZ would make the area outside the school gates safer. 3 months into the SEZ trial this reduced to 52% of consultation respondents agreeing the area outside the school gates is safer. After 1 year, 50% of respondents felt the area outside the school gates was safer.

Compliance of restrictions

Prior to the SEZ 42% of respondents felt that motorists would not comply with the restrictions. 3 months into the SEZ trial 35% stated there was low or very low compliance. After 1 year, 62% stated there was low or very low compliance.

Influence on active travel to school

A key objective for the SEZ is to encourage more active travel to and from school. Although 50% felt that the SEZ would encourage more active travel prior to launch, 3 months in this reduced to 21%. However, after 1 year 40% of respondents felt the SEZ has encouraged more active travel.

- 8.6 The consultations allowed respondents to provide written comments. The general theme of these comments expressed concerns with lack of enforcement and poor compliance of the restrictions. Some mentioned how risk has increased in other locations and driver behaviour is poor.
- 8.7 It was highlighted that increased time is required to carry out the school run which is affecting work. The SEZ makes it more challenging for working parents to get their children to school and then get to their place of work and vice versa.
- 8.8 The online consultation asked respondents if they would like to see the trial site made permanent and if they would like to see similar restrictions used at other schools in Fife.

72% of respondents are in favour of the trials being made permanent and 70% are in favour of SEZs being introduced at other schools in Fife. Despite the concerns raised with lack of enforcement, poor compliance, and underwhelming influence on perceived road safety and active travel, it seems that the public are in favour of this initiative. 23% of the respondents were residents within a SEZ. Throughout the trial period, various telephone conversations with residents revealed that some residents have the mistaken view that the objective of the SEZ is to reduce inconsiderate parking outside their homes.

- 8.9 [Table 2 – Consultation Results on Opinion of making SEZ permanent / using across Fife](#) on the next page provides a breakdown of responses for each school along with combined figures for all three schools. These results are taken from the consultation carried out one year after implementation of the trial. However, given the low response numbers it is inconclusive that the views reflect a consensus.

Table 2 – Consultation Results on Opinion of making SEZ permanent / using across Fife
(results are taken from the consultation taken one year after implementation of the trial)

Combined Results	Responses	In favour of making trial site permanent	Percentage	In favour of using SEZs at other schools in Fife	Percentage
Total	99	71	72%	69	70%
SEZ Residents	23	21	91%	19	83%
Nearby area Residents	28	18	64%	18	64%
Parents*	63	43	68%	42	67%

Denend Primary	Responses	In favour of making trial site permanent	Percentage	In favour of using SEZs at other schools in Fife	Percentage
Total	17	12	71%	11	65%
SEZ Residents	2	1	50%	1	50%
Nearby area Residents	4	3	75%	3	75%
Parents*	14	10	71%	9	64%

Pitcoudie Primary	Responses	In favour of making trial site permanent	Percentage	In favour of using SEZs at other schools in Fife	Percentage
Total	40	29	73%	27	68%
SEZ Residents	7	6	86%	6	86%
Nearby area Residents	13	10	77%	8	62%
Parents*	26	18	69%	17	65%

St Marie's RC Primary	Responses	In favour of making trial site permanent	Percentage	In favour of using SEZs at other schools in Fife	Percentage
Total	42	30	71%	31	74%
SEZ Residents	14	14	100%	12	86%
Nearby area Residents	11	5	45%	7	64%
Parents*	23	15	65%	16	70%

*Note – parents may also be counted as a resident of SEZ or nearby area

9 - Enforcement issues

- 9.1 In the first few weeks of operation, all three schools provided staffing support at the entry into the SEZ to inform drivers of the restriction and encourage compliance. While effective, this is not a resource that can be maintained in perpetuum, and occasionally verbal abuse and disregard by drivers led to a reduction in staffing presence.
- 9.2 It has been repeatedly reported by residents and others that there has been very little Police presence and claim no penalties were issued. Lack of enforcement seems to be the primary concern expressed. Traffic Management have requested enforcement on several occasions from the Police.
- 9.3 Confirmation from the Police has been received that during the trial period no fixed penalty notices were issued and that regular deployments to schools cannot be committed to. The Police cannot provide a specific number of deployments or warnings issued regarding the SEZ as this is not a statistic generally recorded.
- 9.4 As school staff cannot be allocated to marshal the SEZ and combined with low Police involvement, it is observed that compliance with the restrictions is reducing.
- 9.5 Although the Police still attend schools wherever possible, it should be made clear that if permanent or new SEZs are introduced, there would be negligible to zero enforcement by the Police.
- 9.6 In England there is different legislation⁵ that gives local authorities powers to enforce certain traffic restrictions such as banned turns and yellow box junctions. Restrictions that have higher severity remain as criminal offences (red-light violations, speeding) and these remain with the Police to enforce. Even if similar legislation is introduced in Scotland, it is unlikely Fife Council would be able to introduce and maintain an automatic enforcement facility as the cost would outweigh income received from fines. It is anticipated that automatic number plate recognition (ANPR) enforcement camera installations will cost somewhere in the region of £25k to £35k per site⁶ (plus initial set up of an ANPR system). Such a system would operate at a significant financial loss to the Council.
- 9.7 Research literature on SEZs or School Streets indicates that low compliance and enforcement are key pushbacks with many councils in England resorting to ANPR technology. Others use some engineering measures to encourage compliance, however as access must be maintained for exempted vehicles, these have low effect. Without daily marshalling or very regular Police presence compliance is low.

⁵ <https://www.gov.uk/government/publications/bus-lane-and-moving-traffic-enforcement-outside-london/traffic-management-act-2004-statutory-guidance-for-local-authorities-outside-london-on-civil-enforcement-of-bus-lane-and-moving-traffic-contravention>

⁶ <https://www.pacts.org.uk/wp-content/uploads/Moving-Traffic-Briefing-Note-PACTS-MWiltshire.pdf>

10 – Costs

- 10.1 An important factor in determining if Fife Council should use SEZs going forward is the financial implication. Estimated costs to provide the trial project is £54,525. This works out at approximately £18,000 per site. It should be noted that the trial sites only had one entry sign each and any new sites would have multiple signs covering all entry points. It would be reasonable to estimate an approximate cost of £25,000 - £30,000 to introduce any future SEZ. This cost does not include ongoing maintenance, staff time, and electricity costs.
- 10.2 Introducing a SEZ has a staff resource implication. To have an effective SEZ requires the site to be marshalled by school staff. During the trial, school staff initially marshalled the entry points, but this could not be sustained. School staff were reallocated from other essential duties to try to make this work, however without a dedicated staff resource it must be accepted that any future SEZ projects will not have on-site marshalling support.
- 10.3 In Roads & Transportation Services, staff would need to be reallocated from other essential work and priorities to introduce and manage SEZ projects. Additionally, a staffing resource would need to be provided to manage a permit system.
- 10.4 Each SEZ site requires electronic signs that are connected by mains power and incur electricity costs. Solar powered signs were investigated; however, it was determined that insufficient solar power could be generated during winter months to activate the sign for the entire exclusion time.
- 10.5 As a comparison Edinburgh Council produced a report to their Transport and Environment Committee on 30th August 2016 which evaluated a School Streets pilot project at nine schools. The report detailed a total cost of the trial of £186,218 which covered various costs including sign works, permits, surveys and consultation work. This is approximately £20,690 per site. It should be noted that inflation costs have risen significantly since 2016.
- 10.6 As mentioned in the permits section [4.9](#) an electronic permit system would need to be investigated and developed for future SEZ roll out. Introducing this could be very costly and would likely incur annual subscription costs to a software provider.
- 10.7 A permanent SEZ would require ongoing communications and engagement with the community to inform and encourage compliance. Branding and a strong identity are required for a SEZ to achieve greater buy-in from residents and parents.⁷ This will require a committed staff resource and strong support from the school for the life of the project (ongoing).

⁷ School Streets and Traffic Displacement Practitioner's Guide – Birmingham City Council

11 – Similar Schemes in Scotland

- 11.1 Numerous Scottish Councils have introduced SEZs with the same objectives to promote active travel, reduce vehicular traffic around schools, and improve air quality. Unfortunately, there are limited details available for these online to determine what level of success these schemes have had particularly in the long term. However, many Councils have made their trial sites permanent and introducing more sites in their areas.
- 11.2 A report by Edinburgh Napier University⁸ reviewed existing literature on the impact of school street closures with semi-structured interviews. The report focused on whether any traffic displacement brought about by schemes was associated with negative safety issues in surrounding streets. The report considered sites across the UK, including sites in Edinburgh, Perth & Kinross, and East Lothian. Key points from the report are explained in the below sections.

Edinburgh

- 11.3 The Napier University report provided a summary of sites in Edinburgh where one-third of parents and one-quarter of peripheral residents still perceive non-compliance as an issue. Although the Police had issued numerous warnings to motorists disobeying the restrictions, insufficient resources were cited as the reasons for their irregular presence in the vicinity of schools.
- 11.4 Although survey results indicated a reduction in traffic volume in the restricted streets, the Edinburgh pilot project identified a need for infrastructure provision including works in peripheral streets to accommodate displaced traffic movements, can contain appropriate parking capacity and safe Park and Stride sites.
- 11.5 The evaluation of the Edinburgh pilot project identified that there was a reduction in vehicles and speed, improvements to air quality, and an increase in active travel.

Perth and Kinross

- 11.6 The Napier University report focused on data from one of the trial sites in Luncarty which is a small village north of Perth (similar in size and population to Balmullo, Fife). It found that traffic volume decreased, and active travel increased. A majority of those surveyed wished for the restriction to be made permanent. There seemed to be concern with displaced vehicles causing an issue, however the Council explained this was “a diluted version of the parking congestion and very localised around a junction.”

East Lothian

- 11.7 East Lothian Council was one of the first authorities in the UK to introduce a SEZ and already has a very high percentage of children travelling using a sustainable form. Survey data compared traffic volume between a restricted time and an unrestricted time (when a nursery afternoon session began) to provide an indication of difference in traffic volume. A report to East Lothian Cabinet⁹ focused on the aims of SEZs and explained the road

⁸ Davis, A. 2020. School Street Closures and Traffic Displacement: A Literature Review and semi-structured interviews. Transport Research Institute, Edinburgh Napier University.

⁹ East Lothian Council Cabinet Report “School Streets – Traffic Prohibition TROs – An Assessment Policy”

environment and problems are different outside each school. Key selection criteria were recommended to rank schools for treatment.

East Ayrshire

11.8 East Ayrshire Council provide snapshot data to indicate substantial vehicular traffic reduction based on traffic surveys carried out in the third week of the trial. They reported that the community wished for their two trial sites to be made permanent (84% and 60% respectively in favour).¹⁰

¹⁰ <https://newsroom.east-ayrshire.gov.uk/news/school-streets-trials-deemed-a-success>

12 – Similar Schemes in London

- 12.1 A Transport for London (TfL) report on school streets¹¹ stated: “There was little evidence of mode shift to walking, cycling or scooting as the main mode of transport to school in either the Intervention [SEZ] or Control [unrestricted] group.” The report detailed that the way children and adults travel to school is relatively unchanged. Although the Fife trial is a much smaller scale than what was introduced in London, there is a clear similarity where no modal shift to active travel has occurred in Fife.
- 12.2 The same report stated that schools with a SEZ “also claim to see the benefits of reduced traffic / congestion and are happier with the greater ease and safety in which they can participate in active travel to and from school. Respondents at Intervention Schools [SEZ] also reported less dissatisfaction with air quality than at Control Schools [unrestricted].” The report indicated that active travel has increased however this was in conjunction with changes due to the Covid-19 pandemic where public transport usage reduced by up to 30%. The report stated that active travel increase is not due to School Streets alone. In Fife the Hands-Up survey has shown a decrease in active travel to school and traffic survey data indicates a small reduction in traffic within the street. This would suggest there are initial benefits of a slight reduction in traffic within the restricted street, however vehicular traffic has dispersed to other nearby streets. At a time of post-pandemic recovery, changes to methods of working and increased fuel costs may have influenced travel choices.
- 12.3 As particular concerns raised with Fife SEZ sites relate to enforcement the following quote from the TfL report is of note: “Although significantly lower than Control Schools [unrestricted], Intervention Schools [SEZ] still claim they face challenges of parking, onward journeys, and danger from traffic. They also spontaneously voice concerns around the perception that some School Streets are not fully enforced and continued frustration with congestion.” The report highlighted that 40% of respondents to their consultation felt that there were more parking problems in the surrounding streets than previously. This is similar to the consultation responses we have received for our Fife sites. Many respondents expressed concerns that parking problems have increased in the surrounding area and there is a high percentage expressing their view that the level of compliance is low.
- 12.4 Although some positives were found to introduction of SEZs in London, lack of enforcement is the main pushback to achieving their goals. In Fife, the level of enforcement has been minimal resulting in very low compliance.
- 12.5 In a report by the FiA Foundation¹², it outlined various means of enforcement that are used across the world. These include using temporary barriers that are closed and sites marshalled by volunteers. Some sites used more significant physical measures and London use automatic number plate recognition (ANPR) cameras extensively. Use of such cameras can fuel opposition if they are seen as a ‘cash cow’, primarily motivated by raising money.

¹¹ Transport for London: School Streets: Intervention Sites vs Control Sites Full Report January 2021 (unclassified report)

¹² FiA Foundation: School Streets: Putting Children and the Planet First: A Political Economy Analysis of the Rise of School Streets in Europe and Around the World April 2022

13 – Conclusions

- 13.1 Various reports from other locations in Scotland and beyond encourage introduction of School Exclusion Zones to improve perception of safety for children, improve air quality, and increase active travel. Successful schemes are reliant on severely restricted access into the street, significant support with marshals continually on site, and strong enforcement.
- 13.2 Determination of the success of the three trial SEZ sites is measured under the following criteria: 1) any increase in active travel to and from school; 2) any improved perception of road safety in the restricted street; 3) level of compliance with the restrictions; and 4) the impact of displacement of vehicles from the Zone to other streets.

Influence on Active Travel

- 13.3 No increase in active travel has occurred with many parents choosing to take their children to school by car. Based on the Hands-Up Survey active travel has reduced. Parents that have onward journeys have now found life to be more challenging with introduction of a SEZ. As no modal change to active travel is evidenced, any future SEZ introduced on a through route would result in increased vehicle mileage.

Perception of Road Safety

- 13.4 There are mixed views from the community on improvement to perception of road safety outside the school gates with increased concern raised for other areas in the vicinity. There is no clear indication from the community that the SEZ trial sites have significantly improved their perception of road safety.

Level of Compliance

- 13.5 The trial sites in Fife were intended to operate realistically in terms of level of enforcement and staffing presence available. As there is currently no staff resource to marshal each site, success is dependent on Police enforcement and self-regulation. As little enforcement has been carried out by the Police, some drivers choose to ignore the restrictions with impunity, resulting in compliance levels continuing to reduce over time. According to the consultation responses, other correspondence received, and engineer observations low compliance is observed. It is expected that if the number of SEZ sites increased Police enforcement support would be spread thinner with negligible to zero enforcement taking place.

Impact of Displacement of Vehicles

- 13.6 Some displacement of parking has occurred, and this is dispersed over an area with specific locations directly outside the SEZ identified as causing further issues. Some mitigating measures have been implemented to address road safety concerns. This echoes what was stated in a report by Edinburgh Napier University on School Street Closures and Traffic Displacement¹³: “Strong and consistent evidence that traffic displacement does not cause road safety issues of any significance and that mitigating measures, where needed, have been applied successfully.”

¹³ Davis. A. 2020. School Street Closures and Traffic Displacement: A Literature Review and semi-structured interviews. Transport Research Institute, Edinburgh Napier University.

Feedback from St Marie's Headteacher

- 13.7 Feedback from the three school headteachers was requested with the following received from St Maries RC Primary School:
- "In St Marie's the SEZ has made a difference compared to the issues we had previously. There are less cars and it is safer for children, but we would say only marginally. Initially school staff were going out to police the road and when this happened there was good compliance with the restrictions, however, this could not be sustained. When staff are not out on the road the restrictions are not adhered to in the same way and this leads to unsafe incidents occurring. We still have local residents and parents complaining to school about the volume of cars and to report unsafe incidents. In terms of rolling out this initiative across Fife, we feel this is a good initiative in theory but without someone to police the restrictions it has very little impact."*
- 13.8 Although there have been some positives from implementation of the SEZs, they have fallen short of the desired objective goals with diminishing return over time. A credible SEZ is dependent on good compliance, and this cannot be achieved without a daily marshal presence and enforcement support. There is no indication that SEZs influence a mode change to active travel. A significant funding source would need to be identified for implementation, on-going costs, and human resources to manage and marshal each site.

14 – Recommendations

- 14.1 School Exclusion Zones can be introduced, but these should be carefully considered on a case-by-case basis, approved by the respective Area Committee, and funded from the Local Area Budgets. Any new SEZ site should be thoroughly consulted upon and implemented through an Experimental Traffic Regulation Order process.
- 14.2 It should be clear that any future SEZ will have limited success based on lack of ongoing resources available in terms of Police enforcement, lack of marshal presence, and competing priorities for Roads & Transportation Services.
- 14.3 It is further recommended that no additional SEZ site is introduced until the resource implications for implementing and managing a permit system have been further explored.

2nd October 2024

Agenda Item No. 10

Iona Park, Glenrothes – Proposed No Loading Restriction

Report by: John Mitchell, Head of Roads & Transportation Services

Wards Affected: Ward 14 – Glenrothes North, Leslie and Markinch

Purpose

The purpose of this report is to allow the Glenrothes Area Committee to consider proposals to introduce a 'No Loading' restriction on Iona Park, Glenrothes.

Recommendation(s)

It is recommended, in the interests of accessibility, that Committee:

1. agrees to the promotion of a Traffic Regulation Order (TRO) to introduce the restrictions detailed in drawing no. TRO24/38 with all ancillary procedures; and
2. authorises officers to confirm the Traffic Regulation Order within a reasonable period unless there are objections.

Resource Implications

The cost to formally promote this TRO and deliver the associated traffic management works will be approximately £2,500, which covers Roads & Transportation Services' and Legal Services' staff costs, advertising and delivery of the new markings. This will be met from approved Service budgets.

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

The general duties section of the impact assessment and the summary form have been completed. No negative impacts have been identified.

Consultation

The local Ward Councillors and Police Scotland have been advised.

Formal consultation required by the Roads Traffic Regulation Act 1984 for the TRO process will be carried out through the posting of legal notices in a local newspaper and

on the affected length of roads. In addition, details of the proposed TRO will be made available on Fife Council's website.

1.0 Background

- 1.1 Iona park is covered by a 'No Waiting' restriction from 8:30 am to 9:30 am and from 2:45 pm to 3:15 pm from Monday to Friday along most of its length, as well as 'School Keep Clear' (No Stopping) markings from 8 am to 5 pm from Monday to Friday along the frontage of Pitcoudie Primary School.
- 1.2 Behaviour observed on site evidenced that the waiting restriction around the junction with the cul-de-sac is regularly ignored. Since this restriction allows loading, Fife Council's parking attendants are required to observe the vehicle for 5 minutes to ascertain that legal loading/unloading is not taking place.
- 1.3 In order to deal with inappropriate parking at this junction, alternative restrictions were proposed. Properties nos. 8, 10, 12, 14 and 16 Iona Park, were initially sent a letter on 10/04/2024 with a proposal to extend the 'School Keep Clear' markings. This proposal did not find enough support.

2.0 Issues and Options

- 2.1 As an alternative, a 'No Loading' restriction is proposed. This 'No Loading' restriction would be in addition to part of the current 'No waiting' restriction and would apply over the same period of time (i.e. Monday to Friday, 8.30 am - 9.30 am and 2.45 pm - 3.15 pm). The extents of the proposed 'No Loading' restriction are shown on drawing TRO24/38 in appendix 1.
- 2.2 While the enforcement of the current 'No Waiting' restriction requires 5 minutes to establish whether legal loading/unloading is taking place, the added 'No loading' restriction would allow parking attendants to issue a ticket straight away.
- 2.3 A letter was sent on 04/07/2024 to nos. 8, 10, 12, 14 and 16 Iona Park with the details of this proposal, but no comments were received, so the decision was made to proceed to statutory consultation.

3.0 Conclusions

- 3.1 In the interests of road safety, it is recommended that a TRO is promoted to introduce a 'No Loading' restriction from 8:30 am to 9:30 am from 2:45 pm to 3:15 pm from Monday to Friday in Iona Park as detailed on drawing number TRO24/38.

List of Appendices

1. Drawing No. TRO24/38

Background Papers

1. None

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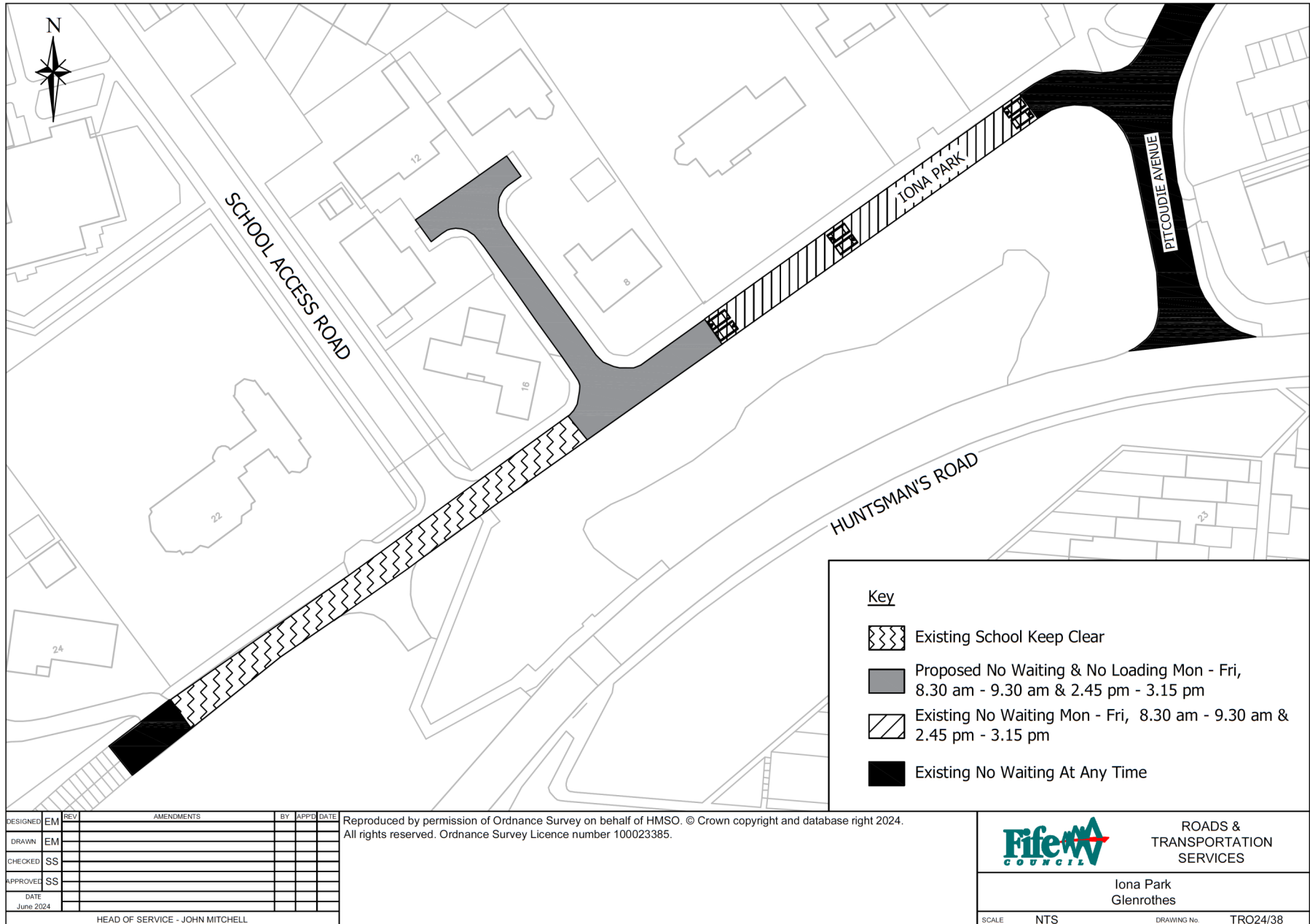
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Appendix 1



2 October 2024
Agenda Item No. 11

Education - Pupilwise and Parentwise Surveys

Report by: Angela Logue, Head of Service, Education Directorate

Wards Affected: All

Purpose

This report presents a summary of the Parentwise and Pupilwise survey process undertaken across Fife in academic session 2023/24, with a focus on the Glenrothes area results

Recommendation(s)

The committee is asked to:-

1. Provide comments and feedback on the findings and considerations of next steps.
2. Note that schools would welcome contact from elected members to discuss their approach to engaging with parents/carers and pupils, as well as how they are responding to the findings of the ParentWise and PupilWise 23/24 surveys.

Resource Implications

N/A

Legal & Risk Implications

There are no legal or risk implications identified at this stage

Impact Assessment

An EqIA has not been completed and is not necessary for the following reasons: no change or revision to existing policies is proposed by this report.

Consultation

Work to develop the surveys has involved consultation with a range of pupils, parents/carers and staff from across sectors, including strategic leads working to evidence progress on the Education Directorate Plan. These surveys represent the largest scale consultation activities undertaken by the Education Directorate.

1.0 Background

- 1.1 The United Nations Convention on the Rights of the Child (UNCRC) has now been enacted into law in Scotland. This legislation emphasises seeking pupils' views on their needs, involving relevant parties in discussions, and understanding how children wish to be treated. Additionally, the act acknowledges the rights and responsibilities of parents, offering support to empower them in fulfilling their roles as duty bearers within the convention.
- 1.2 As a directorate, Education is committed to ensuring that children, young people and parents/carers have their say about Fife nurseries and schools and that their views are listened to and acted upon. This paper provides information about work in Fife to gather views on a large scale using the Pupilwise and Parentwise online surveys, implemented this session for the fourth time.
- 1.3 The surveys were first introduced in session 2011/12. These were designed to complement the range of methods where views are gathered locally and nationally and as a way of encouraging pupil and parental participation to inform service evaluation and improvement planning. This approach allows schools to compare their individual profiles with the profile for their sector and cluster schools in Fife. The survey results provide data that supports the continual cycle of improvement, which in turn helps to raise standards and expectations of service provision across Fife.
- 1.4 The surveys normally take place every third school session, however, due to the global pandemic, there was no Parentwise or Pupilwise survey completed in session 20/21. Instead, schools sought views within their own establishments during this period. Gathering the information now is especially important, to help to form an accurate picture across Fife of parents and pupils' views as society recovers post pandemic.
- 1.5 The surveys have taken place four times since development, with the number of respondents increasing over time:
 - Session 2011/12: 14,249 pupils + 4,609 parents = 18,858
 - Session 2014/15: 23,047 pupils + 3,162 parents = 26,209
 - Session 2017/18: 23,440 pupils + 9,913 parents = 33,353
 - Session 2023/24: 27,418 pupils + 13,463 parents = 40,881

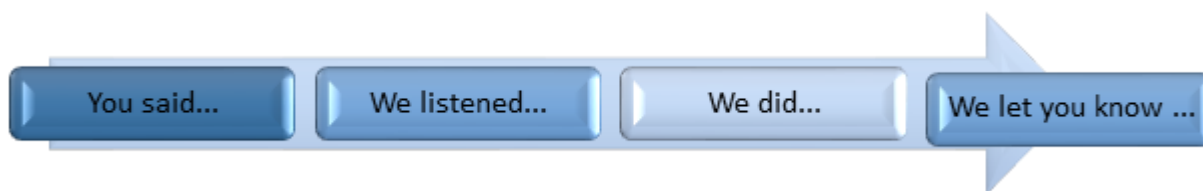
Pupilwise	2011/12	2014/15	2017/18	2023/24
No of responses	14,249	22,962	23,440	27,418
Total Fife Pupil Roll	35,158	54,400	55,386	54,816
Response Rate	41%	42%	42%	50%

Parentwise	2011/12	2014/15	2017/18	2023/24
No of responses	4,261	3,159	9,913	13,463
Total Fife Pupil Roll	35,281	54,400	55,386	54,816
Response Rate	12%	6%	18%	25%

Figure 1: Pupilwise and Parentwise surveys - Overall Fife Response rates

During this time, and in response to feedback, the surveys have been further developed and improved to adapt to changing contexts and to enable and encourage as many people as possible to take part. This aims to help make them more inclusive and accessible to younger children and pupils with additional support needs, as well as to ensure the questions remain relevant and worthwhile. Most recently, guidance has been devised for practitioners to support younger pupils to complete the process. Parentwise Surveys have been promoted through posters, Groupcall messages and the sharing of surveys via QR codes to promote and increase the number of parental respondents.

- 1.6 Gathering parental views is only an initial step in the parental involvement process, what happens next is what makes the difference. Parents should not only feel their views are listened to but that these are taken account of and further, it is essential that parents feel informed of what happens as a result of them sharing their views. This process can be simply described as:



2.0 Response Rates

2.1 *Pupilwise Response:*

- During the period January 2024 to March 2024, 27,418 children and young people took part in the Pupilwise survey. This is a 50% response rate which is an 8% increase in responses compared to the 17/18 Pupilwise survey.
- The number of respondents to Pupilwise can be broken down further, as follows: 1,901 children in nursery (33% response rate) 17,769 children in P1-7 (66% response rate) and 7,748 young people in S1-6 (35% response rate).
- With the majority of primary pupils responding to the survey and less than half responding in nursery and secondary, it is important to consider this when interpreting the results.

2.2 *Parentwise Response:*

- During the period January 2024 to March 2024, 13,463 parents/carers across Fife responded to the Parentwise survey, a 25% response rate which is a 7% increase in the number of responses from the 17/18 Parentwise survey.
- The number of respondents to Parentwise can be broken down further as follows: 1331 parents of children at nursery (23% response rate) 7872 parents of P1-7 children (29% response rate), 4,215 parents of young people in S1-6 (19% response rate) 45 parents of young people in Special Schools (28% response rate).
- While there was an overall increase in response since the last Parentwise survey, the response rate was less than half in all sectors. It is important to consider this when

interpreting the results. Going forward, schools must continue to engage parents and carers to gather views using a variety of approaches in their parent engagement strategy.

- 2.3 *Parent/Carer responses* - This session, of the 13,463 responses, 86 identified themselves as being foster carers, 132 identified as Kinship Carers and 50 as Carer (which includes all other forms of care). There were 746 Fife looked after children at the time of the survey, as well as a further group of looked after pupils from outwith Fife, therefore an approx. 36% response rate. Work will continue to be done to look at these numbers closely and to notice patterns relating to area, individual establishment and age-group, so that follow-up work can take place.
- 2.4 The results from both surveys were shared with schools/nurseries in May 2024 to enable them to reflect on feedback and to consider next steps in their individual improvement plans for the coming session. Results will now be shared more widely, at cluster, local area level, authority and partnership levels, to ensure that the pupil and parental views influence wider self-evaluation processes and improvement planning.

3.0 Pupilwise Survey Findings

- 3.1 The Pupilwise survey poses a series of statements to children and young people relating to the Wellbeing Indicators (safe, healthy, active, nurtured, achieving, responsible, respected and included). The percentages shown below relate to the combined positive responses made to these statements from across the sectors in the Glenrothes area. The percentages are shown in *Italics* with the Fife-wide results shown in brackets.
- 3.2 Schools will feedback their results on surveys via their individual Parent Councils and wider parent forums and with pupils appropriate to age and stage. They will consider the data from their survey, alongside people views, direct observation and other data to inform their improvement planning.
- 3.3 **Safe and Nurtured**
- *71%* (73%) of pupils report that they feel safe at nursery/school.
 - *48%* (47%) feel that at least one adult knows them well in school/nursery.
 - *73%* (74%) say that they know who they can talk to in school/nursery if they are upset or worried about something.
 - *79%* (78%) report that they learn in school how to stay safe when using technology online to communicate with others (e.g. internet, social networking, mobile phones and email).
 - *49%* (51%) say that their school listens to their concerns about bullying.
 - *53%* (53%) say that their school takes action following reports of bullying.
- 3.4 **Healthy and Active**
- *79%* (82%) of pupils report that their school encourages them to be healthy and to take part in physical activity (e.g. Physical Education, outdoor learning, extra-

curricular taster sessions/events)

- 66% (67%) report that in school they learn about healthy life choices (such as healthy eating).
- 79% (81%) feel they have friends they can go to if they have a worry.
- 47% (47%) believe that school helps them to become more confident.
- 62% (58%) feel that school is helping them to make healthy life choices – sexual health.
- 78% (77%) feel school is helping them to make healthy life choices – the dangers of drugs, alcohol and smoking.
- 61% (61%) feel their school is helping them to become more resilient and to cope with challenges.
- 39% (42%) say that they like being at their school most of the time.

3.5 **Achieving and Responsible**

- 66% (64%) of pupils say that staff talk to them about how they can improve their learning.
- 70% (71%) think that they are making good progress in their learning.
- 67% (68%) report that people in school help them with their learning when they need it.
- 68% (66%) say that they can access support to enable them to achieve progress in their learning.
- 49% (49%) say that there is a positive behaviour ethos in their school which allows them to learn.
- 63% (61%) say that school has helped them know what skills they might need for a range of different careers.
- 54% (53%) believe that their school knows about the things they are good at.
- 31% (29%) believe that their school knows what they like doing when they are not in school.
- 66% (67%) report that their parents/carers talk to them about their learning at home.
- 58% (55%) feel that their school and parents /carers work together to support them (S1 to S6 only).

3.6 **Respected and Included**

- 63% (63%) of Fife pupils think that school treats them fairly and with respect.

- 64% (66%) report that staff listen to them and pay attention to what they say.
- 61% (61%) report that they feel welcome in their school.
- 74% (74%) think that school makes sure they know about their rights and responsibilities.
- 47% (45%) feel that they are treated with respect by other pupils in school.
- 52% (50%) say they get the chance to share their ideas about what they like most and least about school and how to make school better.
- 61% (63%) feel they were given help by school to feel prepared for their move from Primary to Secondary school.
- 54% (56 %) feel that when they started Secondary school that their lessons were at the right level at them in most of their classes
- 71% (64%) feel that they have been given support to think about what they want to do when they leave school.
- 68% (61%) feel that they have been given help to find out about possible next steps in preparation for leaving school.
- 58% (47%) feel that their school has helped to prepare them for the world of work.
- 87% (87%) say that they are happy.
- 85% (86%) say that they enjoy learning.
- 77% (78%) say they get the chance to share their ideas and choose to do things they like to do in school.

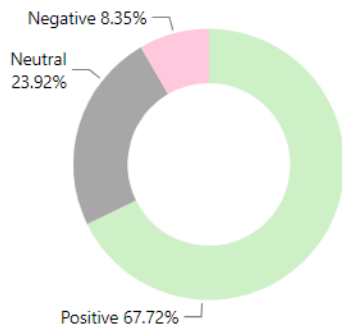
3.7 NEXT STEPS in response to Pupilwise results

Overall, in Fife, the majority of pupil responses to the survey are positive, averaging 63% positive responses across the three sectors. This suggests that pupils feel they have a good quality of wellbeing experience in Fife schools. This is echoed in the Glenrothes Area returns, with the majority of pupils' responses again being positive, (averaging 62% across the sectors), and with sector responses as follows:

- Primary: 68% (69%)
- Secondary: 57% (52%)

Primary

Summary of Responses by Primary



Secondary

Summary of Responses by Secondary

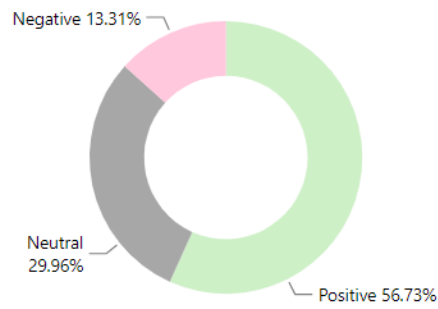


Figure 2: Pupilwise Survey 23/24: Glenrothes Area responses by sector.

3.8 Analysis of the data shows that most pupils (75% or above) responded positively about the following themes, these are therefore identified as **overall strengths**:

- *Safe and Healthy Environment*: Pupils feel they know who they can talk if they are upset or worried and that school teaches them effectively about how to stay safe when using technology to communicate online.
- *Promoting Healthy Life choices*: School encourages healthy living and participation in physical activities and guidance to make healthy lifestyle choices.
- *Learning and Engagement*: Pupils report feeling happy and enjoying their learning experiences. Pupils get opportunities to share ideas and engage in activities they like.

3.9 Analysis of the data shows that less than half of pupils (49% or below) responded positively about the following themes, these are therefore identified as **aspects for focused attention**:

- *Behaviour & Relationships*: There is a need to continue to promote positive relationships and learning environments. This will include awareness raising around approaches used by schools (e.g. around bullying and managing children's behaviour).
- *Achievements*: Work will be undertaken to improve recognition and celebration of both in-school and out of school achievements. This will give feedback to pupils on skills development, supporting their self-awareness and contributing to building resilience, self-esteem and confidence.
- *Positive Destinations*: We will work to support pupils' development and awareness of transferable skills to support their decision making and preparations for life, learning and the world of work.

4.0 Parentwise Survey Findings

4.1 The Parentwise survey poses a series of statements relating to the Wellbeing Indicators (safe, healthy, active, nurtured, achieving, responsible, respected, and included). The percentages shown below relate to the combined positive responses of parents with children from across all sectors in the Glenrothes area. The percentages are shown in *Italics* with the brackets show the Fife-wide results.

4.2 Safe and Nurtured

- *76%* (*78%*) of parents report that their child feels safe at school/nursery.
- *70%* (*69%*) feel staff really know their child as an individual.
- *88%* (*87%*) know who to contact if they are upset or worried about something that is affecting their child.
- *61%* (*60%*) of parents across all sectors feel that their child's school teaches their child how they can stay safe when using technology online to communicate with others (internet, social networking, mobile phones, and email).
- *50%* (*50%*) of parents feel that their child's school/nursery listens to concerns on bullying.
- *42%* (*44%*) of parents feel that their child's school/nursery takes action following reports on bullying concerns.

4.3 Healthy and Active

- *84%* (*82%*) of parents feel that the school encourages their child to be healthy and to take part in physical activity (e.g. Physical Education, Outdoor Learning, Extra-curricular, Taster Sessions/Events)
- *67%* (*65%*) feel that the school/nursery encourages their child to make healthy life choices – food and health.
- *64%* (*65%*) feel that the school/nursery supports their child's emotional wellbeing.
- *62%* (*60%*) feel that the school/nursery helps their child to learn how to make friends and develop good relationships
- *45%* (*45%*) feel that the school/nursery encourages their child to make healthy life choices – relationships, sexual health and parenthood.
- *45%* (*46%*) feel that the school/nursery encourages their child to make healthy life choices – substance misuse (i.e. The dangers of drugs, alcohol and/or smoking).
- *72%* (*71%*) of parents who took part in the survey feel that their child likes being at school/nursery most of the time.

4.4 Achieving and responsible

- *78%* (*78%*) of parents report that their school/nursery keeps them informed about their child's progress (e.g. reports cards, parents' nights).

- 74% (75%) feel that their child is making progress in school/nursery.
- 64% (64%) know what their child needs to do next to make progress in their learning.
- 63% (63%) feel that their child has access to the relevant support to enable them to achieve at school/nursery
- 59% (60%) feel that there is a positive behaviour ethos in the school/nursery which allows for effective learning to take place.
- 55% (53%) feel that the school/nursery is teaching their child resilience skills and strategies to cope with challenges.
- 52% (54%) think that the school/nursery plans/offers opportunities for wider achievement.
- 62% (61%) agree that the school/nursery recognises and values their child's achievements within and outwith school.
- 64% (64%) think that the school/nursery provides opportunities for their child to develop their personal and social skills through a wide range of activities.
- 58% (58%) think that the school/nursery provides information about how they can engage with supporting their child's learning at home.
- 50% (49%) say that the school/nursery gives opportunities for family learning, which focuses on children and parents learning together.

4.5 Respected and included

- 70% (71%) of parents report that the staff in the school/nursery treat their child fairly and with respect.
- 56% (56%) of parents report that the school/nursery asks for, and considers, their views.
- 57% (56%) of parents report that the school/nursery provides opportunities for their child to progress and achieve from outdoor learning experiences.
- 64% (64%) of parents say that their child is able to participate in all school activities and the school has measures in place to minimise the cost of the school day.
- 54% (54%) of parents say that the school has clear guidance and supports in place to ensure that no child is disadvantaged by personal circumstances.
- 73% (73%) of parents say that they feel welcome in the school/nursery.
- 78% (79%) say that the school provides regular information about the life of the school/nursery (e.g. information letters, newsletters, email, school/nursery websites etc.).
- 45% (48%) report that they know about the school/nursery priorities for improvement.
- 59% (59%) say that the school helps to prepare their child for all transitions (e.g. from nursery to primary, primary to secondary, for leaving school or for when moving

school).

- 64% (67%) say that they are given opportunities to participate in the school/nursery community.

Next steps in response to Parentwise Feedback

4.6 Overall in Fife, the majority (63%) of parental responses to the survey are positive and indicate a good level of confidence in Fife schools and nurseries. In the Glenrothes Area the majority (63%) of parental responses are positive.

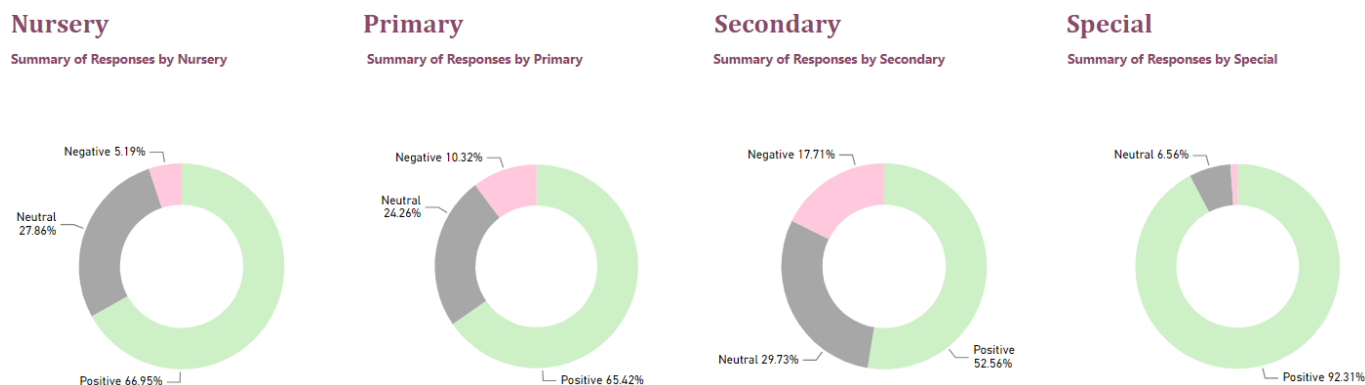


Figure 3: Parentwise Survey 23/24: Glenrothes Area responses by sector

The overall positive responses can be broken down further by sector (see Figure 3 above). For the Glenrothes area, the data is as follows with percentages shown in italics with the Fife-wide results in brackets. For the Glenrothes area 67% nursery, 65% primary and 53% secondary

- Nursery: 67% (74%)
- Primary: 65% (69%)
- Secondary: 53% (47%)
- Special: 92% (84%)

4.7 Analysis of the data shows that most (75% or more) parents responded positively about the following themes, these are therefore identified as **overall strengths**:

Safe and Healthy Environment: Parents/Carers feel that their child is safe in school and know who to contact if they are upset or worried about something that is affecting their child and that the school encourages their child to be healthy and take part in physical activity.

Parental Engagement: Parents report that they are kept informed about their child's progress through report cards, parents' nights and that their child is making progress. Parents feel suitably informed about the life of the school through information letters, newsletters, email and websites.

4.8 Analysis of the data shows that less than half of parents (49% or below) responded positively about the following themes, these are therefore identified as **aspects for focused attention**:

Healthy Life Choices: Further consideration needs to be given as to how the school/nursery promotes learning about healthy life choices appropriate to age and stage, for a) relationships, sexual health and parenthood, and b) substance misuse.

Communication, Relationships and Behaviour: Continued reflection is needed on how to improve communication, parental awareness and confidence in nurseries/schools' approaches to managing behaviour and building positive relationships (to include reflection on communication and handling of bullying concerns).

Parental Involvement & Family Learning: Further consideration is needed around approaches to engaging with parents, how to promote opportunities for family learning that focus on children and parents learning together and how to improve parental engagement in schools'/nurseries' priorities for improvement.

5.0 Conclusions

- 5.1 The Pupilwise and Parentwise surveys have been effective in gathering the views of a significant number of pupils and parents/carers across Fife. The results will be used to identify strengths and areas for focused attention across all sectors, at individual educational establishment level and at Fife-wide strategic level. We seek comments and suggestions from the Glenrothes Area Committee, regarding next steps and any other potential aspects for consideration.
- 5.2 To effectively recognise and realise children's rights, it is crucial for all educational establishments to integrate the principles of the UNCRC into their parental engagement strategies and approaches to pupil participation and engagement. Fostering a collaborative environment that prioritises the well-being and development of every child.
- 5.3 Educational establishments will build on their successes and continue to work hard to enhance parental partnership and engagement further. It is essential for all sectors to improve their approaches to parental engagement, which incorporates parental involvement and family learning, by working together, we can ensure that our children and young people in Fife thrive and flourish, supporting their learning and achievements.

List of Appendices

N/A

Background Papers

N/A

Report Contacts

Mary McKay, Education Manager
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Rona Weir, Education Manager
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2 October 2024

Agenda Item No.12

PROPERTY TRANSACTIONS

Report by: Alan Paul, Head of Property Services

Wards Affected: 13, 14 and 15

Purpose

The purpose of this report is to advise Members of action taken using the list of officer Powers in relation to property transactions.

Recommendation(s)

The Committee is asked to note the contents of this report.

Resource Implications

There are no resource implications arising from these transactions, as any expenditure is contained within the appropriate Service budget.

Legal & Risk Implications

There are no legal or risk implications arising from these transactions.

Impact Assessment

An EqIA is not required and is not necessary for the following reasons: the items in this report do not propose a change or revision to existing policies and practices.

Consultation

All consultations have been carried out in relation to this report.

1.0 Background

- 1.1** In dealing with the day to day business of the Council there are a number of matters relating to the purchase, disposal and leasing of property and of property rights. This report advises of those transactions dealt with under powers delegated to officials.

2.0 Transactions

2.1 Acquisitions

2.1.1 21 Aline Court, Glenrothes

Date of Acquisition: 19 July 2024
Price: £125,000

2.1.2 3 Spence Drive, Leslie

Date of Acquisition: 27 July 2024
Price: £125,000

2.1.3 20 Kirk Drive, Leslie

Date of Acquisition: 16 August 2024
Price: £72,000

2.2 Leases by the Council – New Leases

2.2.1 Unit 15 Queensway (Phase 2) Flemington Road, Glenrothes

Term: 3 years
Rent: £11,536 per annum
Tenant: DLJ-Compression Ltd

2.2.2 Unit 13 Fife Food and Business Centre, Faraday Road, Glenrothes

Term: 5 years
Rent: Yr 1 £8,500 and yrs 2-5 £9,300 per annum
Tenant: Alex Mitchell Butchers Ltd

3.0 Conclusions

- 3.1** These transactions are reported back in accordance with the List of Officers Powers.

List of Appendices

1. N/A

Background Papers

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act, 1973:

N/A

Report Contact

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2 October 2024

Agenda Item No. 13

Glenrothes Area Committee Work Programme

Report by: Eileen Rowand, Executive Director, Finance & Corporate Services

Wards Affected:

Purpose

This report supports the committee's consideration of the workplan for future meetings of the committee.

Recommendation(s)

It is recommended that the committee review the workplan and that members come forward with suggestions for specific areas they would like to see covered in any of the reports.

Resource Implications

Committee should consider the resource implication for Council staff of any request for future reports.

Legal & Risk Implications

Committee should consider seeking inclusion of future items on the workplan by prioritising those which have the biggest impact and those which seek to deal with the highest level of risk.

Impact Assessment

None required for this paper.

Consultation

The purpose of the paper is to support the committee's discussion and therefore no consultation is necessary.

1.0 Background

- 1.1 Each area committee operates a workplan which contains items which fall under three broad headings: items for decision, supporting the Local Community Plan and Scrutiny/Monitoring. These items will often lead to reactive rather than proactive scrutiny. Discussion on the workplan agenda item will afford members the opportunity to shape, as a committee, the agenda with future items of business it wishes to review in more detail.

2.0 Conclusions

- 2.1 The current workplan is included as Appendix one and should be reviewed by the committee to help inform scrutiny activity.

List of Appendices

1. Workplan

Background Papers

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act, 1973:-

None

Report Contact

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Committee Services Manager
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Email- helena.couperwhite@fife.gov.uk

Glenrothes Area Committee of 27 November 2024			
Title	Service(s)	Contact(s)	Comments
Maintenance of Community Assets in the Glenrothes Area	Property Services	Yvonne Gillespie	
Community Recovery Fund Outcome Report	Communities and Neighbourhoods Service	Chris Mieztis	
Glenrothes Area Community Learning and Development (CLD) Plan	Communities and Neighbourhoods Service	Chris Mieztis	
Local Community Planning Budget/Devolved Budget/ Anti-poverty Funding/ Capital Fund	Communities and Neighbourhoods Service	Norman Laird	

Glenrothes Area Committee of 22 January 2025			
Title	Service(s)	Contact(s)	Comments
Local Area Economic Profiles (December 2024)	Business and Employability	Peter Corbett	

Glenrothes Area Committee of 2 April 2025			
Title	Service(s)	Contact(s)	Comments
Area Roads Programme 2025-26	Roads & Transportation	Vicki Storrar	
Health and Social Care Locality Planning - Glenrothes	Health and Social Care	Fiona Mckay, Jacquie Stringer-fc	

Glenrothes Area Committee of 11 June 2025			
Title	Service(s)	Contact(s)	Comments
Glenrothes Linked Together - Update	Police Scotland		

Glenrothes Area Committee of 11 June 2025			
Title	Service(s)	Contact(s)	Comments
Safer Communities Team Update Report	Housing Services	Brian Westwater, Dawn Jamieson	
Operational Briefing on Policing Activities within Glenrothes area - 1 April 2024 to 31 March 2025	Police Scotland		
Scottish Fire and Rescue Service Local Plan Annual Performance Report - 1 April 2024 to 31 March 2025	Scottish Fire & Rescue Service		

Unallocated			
Title	Service(s)	Contact(s)	Comments
Pupil Equity Fund	Education	Angela Logue, Zoe Thomson	
Town Centre Masterplan - Glenrothes	Business and Employability	Ronnie Hair	
Riverside Park Improvement Plan 2020 - 2030: Update	Communities and Neighbourhoods Service, Business and Employability	Kevin Okane, Lisa Edwards-bs	
On-Street Car Parking	Roads & Transportation	Jane Findlay, Emma Gilmour-ts	
Participatory Budgeting Glenrothes High Schools	Communities and Neighbourhoods Service, Education	Chris Mieзитis	
Active travel plans/routes, Glenrothes Area	Roads & Transportation	Allan Maclean, Susan Keenlyside	
Tanshall/Macedonia Regeneration	Housing Services		

Unallocated			
Title	Service(s)	Contact(s)	Comments
Housing Revenue Account - Selling Lock Ups within mixed tenure blocks (update)	Housing Services	Joan Lamie, Donna Christie	