



**Living Well Locally Case Study:
Saline and Steelend
January 2024**

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INTRODUCTION

THE LOCAL LIVING AND 20 MINUTE NEIGHBOURHOODS APPROACH

Scottish Government defines 20 minute neighbourhoods as:

'A flexible approach to assessing our places against the concept of local living. A method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods.

The principle can be adjusted to include varying geographical scales from cities and urban environments, to rural and island communities. Housing would be planned together with local infrastructure including schools, community centres, local shops and health and social care to significantly reduce the need to use unsustainable methods of travel, to prioritise quality of life, help tackle inequalities, increase levels of health and wellbeing and respond to the climate emergency.'

As part of work for Fife's second Local Development Plan we have explored the concept of local living and 20 minute neighbourhoods and considered how the concept can be applied in Fife. There are two aspects to this work.

Firstly, a quantitative, high level mapping exercise which plots key services and facilities across Fife and applies walking/cycling buffer distances. This work gives us an indication of which parts of Fife appear to have the services and facilities that support local living and 20 minute neighbourhoods and where there are gaps.

The second part of the work was to carry out a qualitative exercise which looks in more detail at the quality, frequency and accessibility of the services and facilities on offer and the distance and quality of the routes that people need to travel to access these services. Given the scale and number of settlements in Fife it is not possible for us to carry out in depth analysis work for all settlements. Instead, we identified three different character areas to use as case studies for the more detailed qualitative analysis work:

- An accessible rural cluster – villages in the West Howe of Fife;
- Remote rural villages – Saline and Steelend; and
- An urban settlement – Cowdenbeath

This case study forms part of the qualitative exercise.

The three case studies have been carried out to understand the type and quality of services and facilities in each area; and how and where people travel to access these services, both within and outwith the study areas. This information will help us to identify opportunities for interventions and contribute to discussions around 20-minute neighbourhoods and local living and inform the local policy approach in the forthcoming Local Development Plan 2 (LDP2) for Fife.

SETTLEMENT BACKGROUND

SALINE AND STEELEND – REMOTE RURAL

This case study looks at two villages located in the west of Fife: Saline and Steelend. These settlements were chosen to consider in detail how the local living/20 minute neighbourhood concept would work in more remote and small village communities.

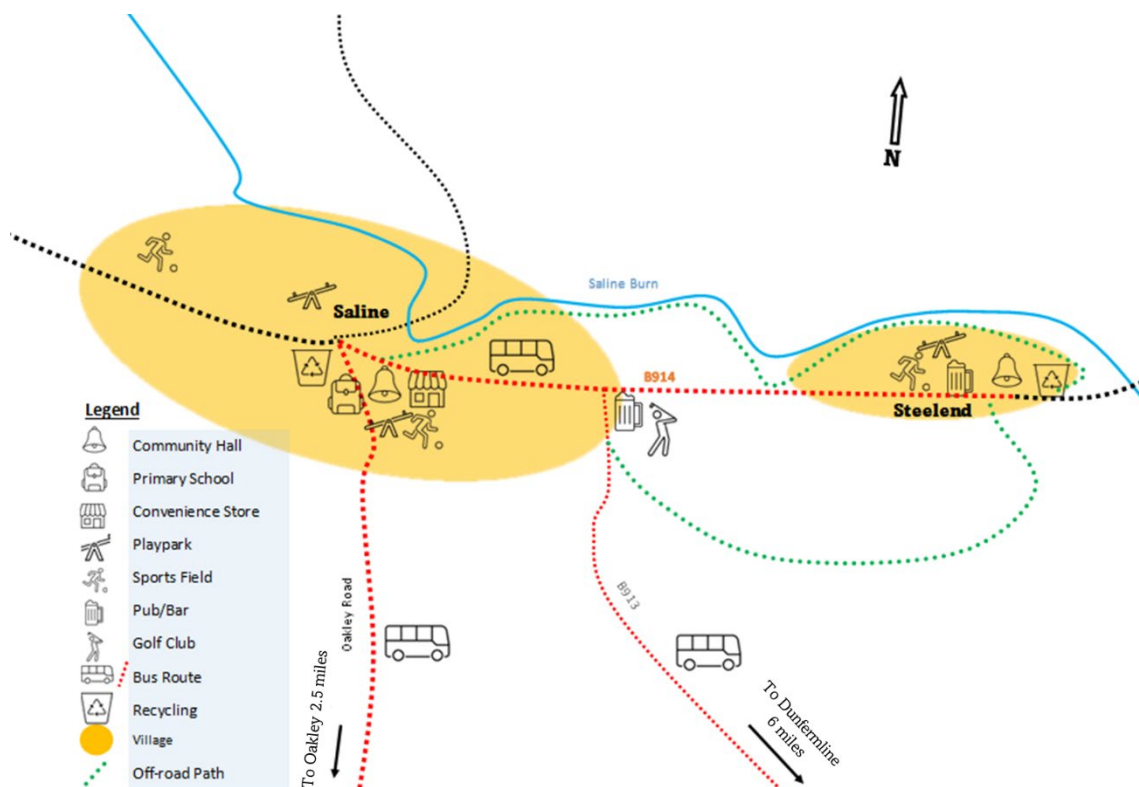


Figure 1: Diagram showing the relationship and relative size of Saline and Steelend; the location of services; and distances to nearby centres.

Saline developed as a weaving centre and retains its historic centre despite extensive mining development in the area. Steelend was built to house mine workers in a nearby colliery. The two villages are less than half a mile apart but between them do not have all the facilities and services considered necessary for the traditional definition of a 20-minute neighbourhood and local living.

Oakley is just under 3 miles away from the villages and provides access to a wider range of services and facilities. A summary of how and where people access services from the villages is discussed below with full detail of the qualitative assessment provided in [Appendix 1](#).

[Appendix 2](#) shows the distance an average adult could walk within 5, 10 and 20 minutes from the centres of Saline and Steelend.

According to the [Fife Local Economic Profiles 2021-2022](#) approximately 21% of the population within the South and West Fife area are aged 65 plus which is consistent with the Fife average (21%) and just above the average for Scotland (20%) and 62% of the area's population are of working age. 16% of the population are under 16 this is slightly less than Scottish and Fife averages and would indicate an aging population. The South and West Fife area has a large proportion of highly skilled workers (33.2%) and 47% of the working age population within South and West Fife are qualified to NVQ 4 or

above. However, 8.1% of the working age population within the South and West Fife area have no formal qualifications which is higher than the average for Fife (6.7%).

The [South and West Fife Locality Plan](#), prepared by Fife's Health and Social Care Partnership, indicates that life expectancy in South and West Fife is estimated at 82.4 for females and 79.5 for males which is above average for Fife.

According to [SIMD \(Scottish Index of Multiple Deprivation\) data](#), there are some areas of relative deprivation within Steelend. However Saline is shown as being amongst the least deprived areas.

CONSULTATION

In Autumn 2022 we carried out some detailed analysis in the case study areas, gathering information on the provision of services and facilities. In October 2022 we ran an online survey, which asked local residents about their experiences of the quality of services and facilities as well as their ability to access them. We also visited the villages and carried out in person surveys. A detailed summary of this assessment is available in [Appendix 1](#).

In addition, we carried out some background research to investigate the availability of services and facilities in the area using a variety of locally and nationally available data and we visited each village to carry out on the ground assessments. This involved examining not only the presence of local services, groups, and clubs, but their quality in terms of hours of operation, capacity, costs of goods and services, as well as the availability of mobile services. We also conducted an assessment of the quality of key paths and active travel routes through the area (see [Appendix 3](#)).

To promote the online survey, we contacted community groups and community councils via direct e-mail and social media for their help in spreading awareness and generating community buy-in and posted about the survey on the Fife Planning Service Twitter account.

We contacted community halls and hung posters with QR code links to the online survey in the settlements. Flyers with QR code links were also handed out to people while doing in-person consultations in to encourage them and their family to participate in the survey at home and spread awareness.

We also provided paper surveys at local libraries and shops in each settlement so people who had issues accessing the survey online were able to respond.

We received 88 responses from people in Saline and Steelend. The majority of responses were from those aged 50+. More than twice as many women than men responded (see the breakdown of respondents in Figure 2).

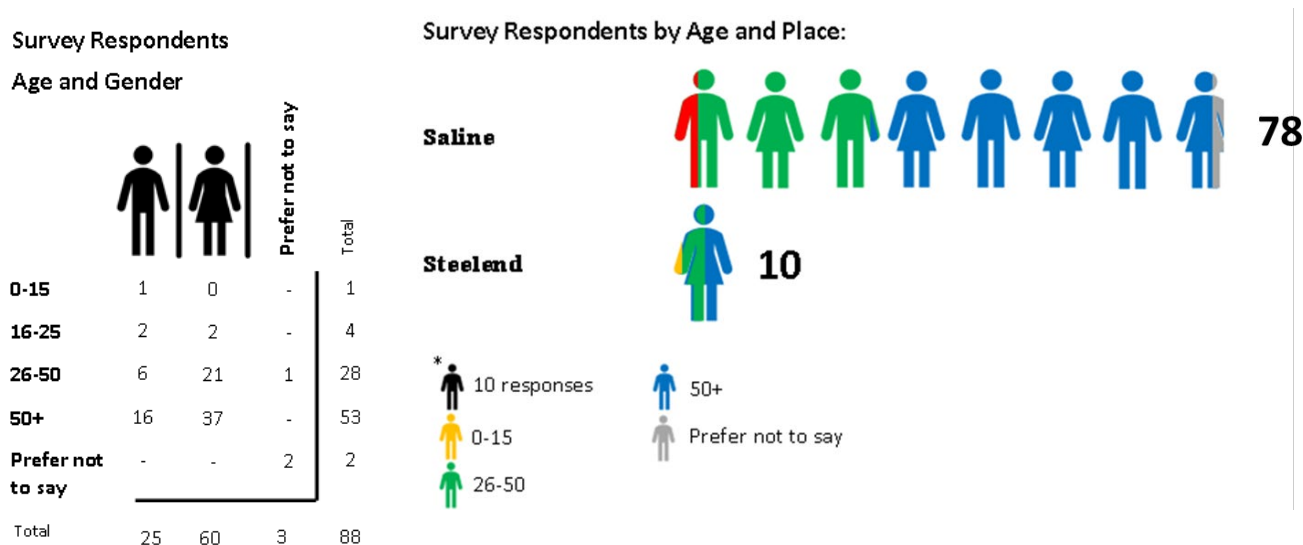


Figure 2: Breakdown of Saline and Steelend respondents to the living well locally survey.

We also ran a survey for school aged children asking a number of questions about their experiences about where they live). This survey was made available for all children in Fife on the Council’s website. Head Teachers in Fife were contacted, and we carried out in-person workshops with classes at interested primary schools. Unfortunately, we did not have any responses to the survey from children in the area.

LIMITATIONS OF THE CONSULTATION

During the course of the analysis of the survey results we identified several limitations of the data:

- We realised we should have had an older age group category to clearly pick up responses from older age groups.
- Due to the weighting of the spread of responses the survey offers good representation of those 50+ but suffers from a relative lack of responses from those in younger age brackets, especially those 16-25.
- There was some confusion around the wording and purpose of question 27 in responses so this is something to be aware of for future consultations.
- Due to a desire to minimise the length of the survey answers to where people travelled for some services were difficult to isolate.
- For consistency the route assessments were conducted by the same officers across the case studies, the assessment information would have been enriched by being considered by people of different ages and abilities.

THE LOCAL LIVING FRAMEWORK ASSESSMENT

Scottish Government’s [Local Living and 20 minute Neighbourhoods draft guidance](#) document sets out an approach to assessing local living and 20 minute neighbourhoods using a framework (see Figure 3). This identifies several key considerations based on the Place Standard approach, which area grouped into 5 themes based on health and wellbeing outcomes.



Figure 3: The Local Living Framework diagram

The key findings from the quantitative and qualitative assessments are summarised below using the local living framework approach.

MOVEMENT

Moving around, Traffic and parking:

Saline and Steelend are both walkable in scale although quality of pavements is mixed. There are areas in both villages which have narrow pavements, pavements which can stop suddenly; or have vehicles parking on them. This means that accessibility can be an issue.

The tight geometries in some areas can slow the speed of traffic and effectively create areas of shared road space between pedestrians and vehicles. There are some steep slopes particularly on the B913 heading east out of Saline which can present barriers to pedestrian and cycle movement.

There are a couple of walking routes which link Saline to Steelend one of which is a pavement along the B913 (see figure 4). That route is well lit but the pavement is narrow and often bound by a high hedge or wall. There is no direct walking route which connects Saline and Steelend to Oakley which impacts on the number of people who might choose to walk to access day to day services and facilities.

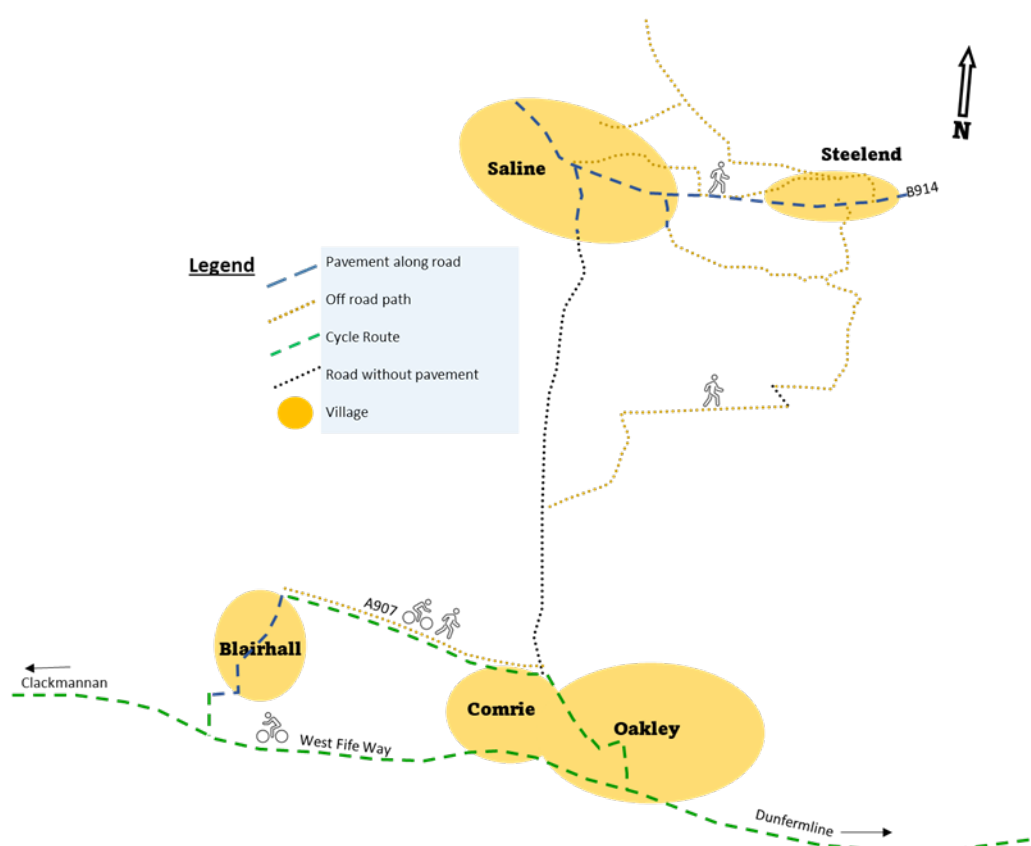


Figure 4: Main active travel routes by type through and around Saline & Steelend

There are no cycle routes which connect to Saline and Steelend although there is a major off road route within 2.5 miles which gives access to Dunfermline and Clackmannan. In our survey most people responded that they would not cycle in the area because of the level of traffic and lack of cycling routes.

The majority of people in Saline and Steelend use a car for most of their day-to-day trips (here classed as supermarket, post office/financial, pharmacy, leisure, sports, work, café/restaurant). Our

survey found that very few people walked to access local services. This is reflected in the comparatively low percentage of people in the area who don't have access to a car ([11% vs 25% Fife-wide](#)).

Public Transport:

There are buses including school buses which link Saline and Steelend to nearby settlements and connect to Dunfermline, Rosyth, Ferrytoll Park and Ride, Falkirk and Alloa. There are also demand responsive transport (DRT) bus services which run in the area.

Bus routes tend to be long and winding. The frequency, reliability and hours of operation also limit usage particularly at the weekends and in evenings. The Scottish Access to Bus indicator shows most of the area as amongst the least and slowest served areas. The cost of public transport was raised by some as an issue although a significant proportion of the population will have access to bus passes.

There were low results for public transport use in the area with contributing factors including frequency, reliability, and time of public transport journeys vs private car journeys; societal views; cost; and individual preferences. This relates to the perceived need for private cars to access services and the preference of this mode.

Comments on what would encourage people to use public transport more were mainly concerned with the frequency and reliability of buses followed by the directness of routes and connection to other routes.

SPACES

Streets and Spaces:

The historic street layout of Saline remains at its core. 20th and early 21st century expansion of the village has generally been laid out in a series of culs-de-sac off the historic roads. These reduce the pedestrian permeability through the village as in many cases direct footpath links have not been included. Steelend was built in the mid 20th century and is laid out in a series of loops and culs-de-sac off the B194. There is limited pedestrian connections between these areas.

The streets in the centre of Saline and along North Street have traditional buildings with active frontages; there are less active frontages outwith the centre of the village. The houses in Steelend tend to face away from the B914.

There are areas of public greenspace in both villages which are attractive and well maintained but in Saline much of the green infrastructure which influences the streets is within gardens. The greenspace in Steelend extends through the village and is a defining part of its character.

Natural Space:

Saline was found to have above average levels of greenspace in the 2010 Fife Greenspace Audit (there was no separate data for Steelend). Just over 50% of houses in Saline were found to have

access to the greenspace within 250m and the quality of greenspaces was generally considered reasonable at the time.

A benefit of the rural location is the ease of access to the surrounding countryside, with routes along the Saline Burn and around Saline Hill accessible from both villages. Access to nature was given as a positive of living in the area in a number of responses to our survey.

Most people said they use the greenspaces. We had relatively few people comments on the quality of greenspace, most issues related to path maintenance rather than with the quality of the spaces which would indicate that people are generally happy with the greenspaces.

Play and Recreation:

Both Saline and Steelend have playpark facilities which were found to be good quality in a recent assessment by Fife Council. A community led group has delivered playpark improvements at Steelend and North Park in Saline. Saline also has a small facility for skateboarders; one comment received looked for this to be updated.

Almost all survey responses indicated they have access to a playparks; the low number of people who said they use playparks probably reflects the high proportion of people over 50 who responded to our survey.

Maintenance of the playparks was not raised as an issue.

RESOURCES

Services and Facilities:

Schools – there is a primary school in Saline which serves both villages, and the area is in the Queen Anne High School catchment. The council provides a free bus service for children who live over a mile away for primary schools and over 2 miles away for high schools, so access is not a major issue although children to the west of Steelend live nearly a mile from the school but are not entitled to free school transport.

Food stores – There is one convenience store in Saline which has prices which are comparable to other convenience stores in Fife (see appendix 4). The shop is open from early morning to evening seven days a week. There are other food shops in the area including convenience stores and butcher in Oakley and a farm shop north west of Saline, and a mobile fishmonger visits weekly.

Most people travel to convenience stores by car with many travelling to Oakley for convenience foodshops.

Consumer retail data found that both villages are in the highest priority for improving access to supermarkets. Although they do both have reasonable access to online food services.

Hi-speed broadband is available within the villages, although some properties in Steelend receive less than 24mbps. The survey results showed that of those who responded 14% use food deliveries, 14% use online banking and 31% of those in employment were working from home. Respondents from all ages said they use online services.

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Healthcare – there are no health facilities in Saline and Steelend, the nearest Doctors surgery, dentist and pharmacy is in Oakley. People said it was very difficult to access these facilities if you didn't have a car, although the pharmacy in Oakley does have a delivery service for repeat prescriptions. The difficulty in getting registered with a local dentist was raised but getting appointments with a doctor was not highlighted as a particular problem in the area. A proposal for a community pharmacy in Saline was approved by NHS Fife last year, however Dears, who run the pharmacy in Oakley, have appealed against that decision.

Financial services – there is no bank or post office in Saline or Steelend. Many people in the area said they use online banking services. A mobile post office visits Saline once a week for an hour.

Recycling – both Saline and Steelend have recycling facilities although there were comments that these should be upgraded. The nearest larger scale household waste recycling centre is in Dunfermline.

Other shops and services – There are a few other shops and services in Oakley which has a small local centre, these include a barbers and hairdresser, a comparison store of mixed goods, a betting shop and a funeral director.

Child care - There is a council run nursery in Saline Primary School. The nearest private nurseries are in Dunfermline and Alloa; and the number of child minders within the villages is very limited. Most people who answered said that they could not access affordable childcare. There is an out of school club which is located at the primary school and includes cover during school holidays in another location.

Saline and Steelend have a limited range of services and facilities. Oakley has a good range of services and facilities and is not too far away but the lack of good walking and cycling routes means that it is not easy for people to choose to walk or cycle to access these facilities.

The survey responses indicated a strong connection between Saline and Steelend - this demonstrates how the villages work an interdependent cluster, there is also a connection with Oakley mainly due to its proximity and the key services located there. There is a clear desire for Saline and Steelend to have more services and facilities located within the villages and the community are active in looking to provide some of these.

Lack of awareness of services was a common theme in the survey, with many people not knowing about what was available in their area, particularly regarding childcare, social care, mobile services, and community initiatives. These are areas which could possibly be improved on through local action.

Work and Economy:

There are limited employment opportunities in the two villages. In our survey almost a third of people who responded said they worked from home; whilst others travelled to a wide range of places mostly by private car. This would indicate a lack of good employment opportunities in the immediate area.

Housing and Community:

The majority of housing in the area is owner occupied with house prices are also well over the Fife average. The area is one of the least well served for social rented housing in Fife although the number of private rented properties in Steelend is fairly high. There have been over 100 new houses built in Saline since 2012 and permission has been granted for an additional 36 affordable houses in the village.

There are comparatively low levels of smaller houses available which could impact on first-time buyers or older people wishing to remain in the area.

Care home/Sheltered Housing – There is a nursing home in the countryside to the south of Steelend but there are no other care facilities in the local area. Planning permission has been granted for 24 assisted living houses to be built in Saline.

Social Interaction:

Both Saline and Steelend have a community space which can be rented out for events or clubs although there were comments that there was a lack of regular activities in these spaces and the condition of the Saline Community centre was raised. The lack of access reported by some people, may relate to limited operating hours and a lack of public access outside of events and classes, reducing the utility of the community halls for residents. There is a community aspiration to have a community pharmacy located in the Saline community centre but this has been challenged by the company which runs the pharmacy in Oakley.

Saline Golf Club is the only formal sports club in the villages, this means that people tend travel outwith the area to access sport facilities, leisure centres and gyms usually travelling by private car.

There are bars at Saline Golf Club and the Miners Welfare club in the two villages and a mobile pizza vans occasionally visits. These were the facilities that the most people indicated they accessed by walking.

The Saline church hall hosts weekly coffee mornings and has a number of social groups.

A mobile library visits various locations in the villages every week. The nearest library building is in Oakley.

A community group is working to create a community garden/outdoor classroom in Saline.

CIVIC

Identify and Belonging:

There are a number of listed buildings in Saline although the village does not have a conservation area. Steelend mainly consists of houses developed in the mid 20th century to house mine workers and so has a distinctive and consistent appearance. Both villages are on the border of the Cleish Hills Local Landscape Area, and it is the landscape setting created by the hills to the north east which makes these villages distinctive and adds to their attractiveness and helps to establish the relationship between the two settlements.

Feeling Safe:

The B914 which connects Saline and Steelend and the B913 west of Saline are fairly busy roads, this impacts on the feeling of safety in parts of the villages. Some traffic calming measures have been put in place in Saline. The lack of a pavement along Oakley Road south of Saline means that this route does not feel safe for pedestrians. An informal crossing point has been provided in the centre of Saline to aid pedestrian movement. Safety concerns for cyclists were raised in a number of the survey responses.

STEWARDSHIP

Care and Maintenance:

There are few areas of vacant and derelict land in the villages which reflects their popularity. The largest area is the former Victoria football Park in Steelend, planning permission was granted in 2022 to change the associated pavilion into a private house.

Overall, the villages are generally well maintained with relatively little litter and only occasional instances of graffiti. Many of the pavement and road surfaces were in a good state of repair although there were some areas where they were less well maintained.

Influence and sense of control:

There are a number of active community groups in Saline and Steelend who are looking to improve access to services in the villages. The Saline and Steelend Play Park Group promoted and helped to finance upgrades to two playparks. There are a number of community led initiatives looking to set up a community pharmacy and a community garden. The potential for the community to take over the Saline Community Centre has been mooted by the Saline and Steelend Community Development Trust.

CONCLUSIONS

Saline and Steelend have only a few services and facilities within the villages themselves. There are additional services and facilities available in Oakley which is 2-3 miles away. Our survey results indicated that most people access services such as dentists, sports facilities and supermarkets in Dunfermline.

Based on the comments received people access the majority of services and facilities by private car. Public transport to the villages is fairly infrequent and slow and does not generally provide the flexibility required by the population for day-to-day journeys; this is reflected in the low use of public transport.

There are a couple of walking routes between Saline and Steelend. The pavement along the B914 linking the villages has street lighting along its length but the pavement is narrow and many people mentioned how busy the road is. This also impacted on how many people were happy to cycle along

this route. There is no cycle infrastructure linking to Saline and Steelend or linking the villages to Oakley. There is no safe, direct footpath link to Oakley from the villages – this means that people are very unlikely to choose to walk or cycle to access the facilities there.

Improvements to active travel routes would help to encourage people to walk and cycle more to access services and facilities by making it a faster and more pleasant experience. This includes:

- providing a safer and more direct link to Oakley;
- segregated walking and cycling routes; and
- providing pavements which are wider, free from obstruction and better lit.

The communities of Saline and Steelend have shown a willingness to pick up services and facilities which have been withdrawn by public bodies or which have proved unviable for traditional businesses, in order that they are maintained in the villages. This indicates a sense of responsibility and pride in the area by local residents.

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APPENDIX 1. SUMMARY OF QUALITATIVE ASSESSMENT

LOCAL SERVICE AVAILABILITY

As part of the work on 20 minute neighbourhoods we have classified different services and facilities into *essential*, *important* and *desirable* categories based on how large a part of the community would use these features and/or frequency of use:

- **Essential** - Features which are necessary for anyone of any age on a daily basis;
- **Important** – Features which are used regularly by certain parts of the community or used slightly less frequently by all members of the community;
- **Desirable** - Features which are used regularly by a smaller proportion of the community or used on less frequent basis by the whole community.

Figure A1-1 sets out which services and facilities fall into which category. More information is provided in the 20 minute neighbourhood storymap.



Figure A1-1: Fife Council's proposed breakdown of Essential, Important and Desirable services

In the Saline most of the essential services and facilities are available (although active travel routes are notably lacking), and a few of the important and desirable services and facilities are provided. Steelend has much fewer services and facilities within the village. The following section combines our background research with residents' survey responses to examine the quantity and quality of services and facilities locally.

ESSENTIAL SERVICES

HI-SPEED BROADBAND

Hi-speed broadband is available within the villages, although some properties in Steelend receive less than 24mbps.

Research by the [Consumer Data Research Centre](#) shows Saline and Steelend as having a high proportion of people categorised as Digital Seniors and e-Rational Utilitarians (see Figure A1-2). These categories apply mainly to older, retired people in rural locations who use the internet for utility, such as online shopping to overcome lack of physical access to services.

E-Rational Utilitarians prevalently use the internet for service applications such as e-banking and online shopping, high demand for the internet by this group can be constrained by poor infrastructure. Digital Seniors tend to use the internet more infrequently. Both groups are typified by older, retired homeowners who use home computers rather than mobile devices for internet access and are less engaged than most of the other 8 classifications with social networks and entertainment uses of the internet.

The presence of online shopping for food and access to online banking services in responses to the survey confirmed that food delivery services are available and that online banking is an option for those without physical access.

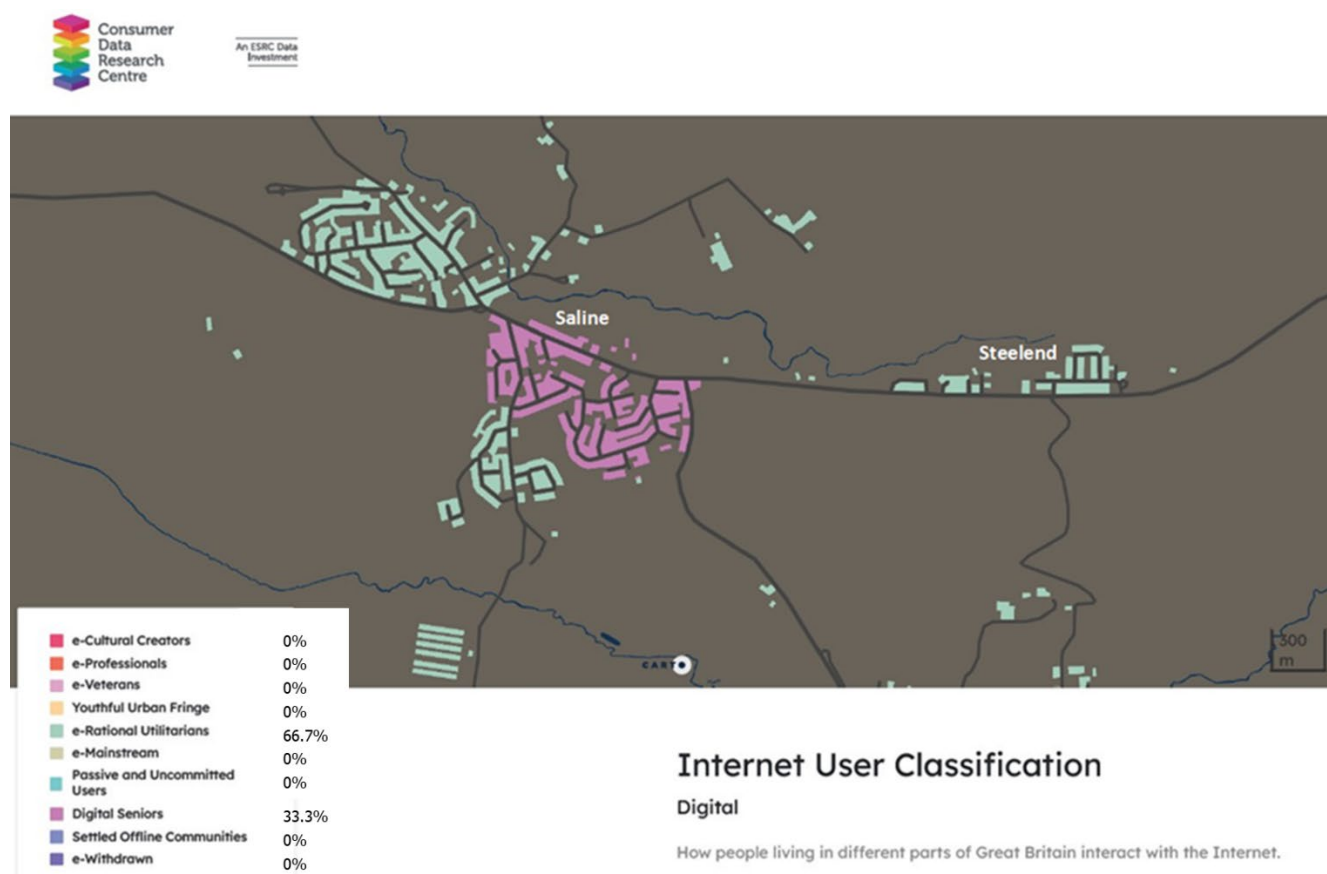


Figure A1-2: Internet User Classification for Saline and Steelend. Source: CDRC <https://data.cdrc.ac.uk/dataset/internet-user-classification>

The presence of online shopping for food and access to online banking services in responses to the survey confirmed that food delivery services are available and that online banking is an option for those without physical access.

Survey responses:

- 31% of the survey respondents who responded said they work from home, 14% used online food deliveries and 14% used online banking.
- There was a mix of age ranges of people who work from home or use the internet to access services.
- Use of deliveries and online banking was not associated with working from home.
“We bank entirely online- that won’t change”
- The quality of internet provision was mentioned by one respondent in Steelend:
“..rubbish internet”

Impact of the internet

The internet has a significant impact on the lives and livelihoods of people, affecting all aspects of our daily lives, including health, education, employment, social networks, and is increasingly needed for participating in society. Poor quality access to the internet and poor digital literacy (the ability to understand and safely use digital technologies) can lead to worse health and wellbeing and entrench existing social, health, and economic inequalities.

Vulnerable people (older people, those with disabilities, socio-economically disadvantaged) tend to have lower rates of internet use and literacy. Results of a 2018 Citizens Advice Scotland survey, showed that of respondents aged between 65 and 79 years:



- 25% used the internet often
- 46% never used the internet
- 18% had difficulty using a computer
- 16% could not use one at all

COVID-19 has increased the numbers of people using the internet for everyday tasks partly as a result of many services moving online, and though use by those 75 and older has increased year-on-year, this group still have relatively low levels of internet usage compared with those 16 to 44. This is particularly relevant in areas like northeast Fife where older people are overrepresented compared to other areas of Fife. COVID-19 has also had an impact on the fast-forwarding of cashless transactions relying on bank cards and mobile banking, which have risks for those not familiar with these processes or have issues with access.

GREENSPACE

In the Fife Greenspace Audit 2010, Saline was shown to have an above average amount of greenspace compared with the Fife standard of 6Ha per 1,000 people (no separate data is given for Steelend), the quality of greenspace was found to be reasonable. Saline has two large greenspaces and Steelend has a large greenspace next to the B914 and Miners Welfare Club. A summary of the findings of the Fife Greenspace Audit 2010 is in Table A1-1.

In the audit access to greenspace was shown to be just below the Fife average of 62%, this is mitigated by easy access into the countryside. Off road paths lead into the surrounding countryside from both villages, with walks up Saline Hill and along Saline Burn accessible from the village centres.

Village	Quantity (hectares)	Quantity (hectares) per 1000 population	Average Quality	Access (% of houses in 250m)
Saline	8	7	Reasonable	56%
Steelend	No Data	No Data	No Data	No Data

Table A1-1: Greenspace quantity, quality and access in Saline and Steelend. Source: [Fife Greenspace Audit 2010](#)

Survey responses:



Of the people who answered:

85% said they use local greenspace.

- The majority of responses reported using local greenspaces.
- Saline had the highest number of individuals who reported lacking access to greenspace, with 7 respondents answering in the negative, in contrast to only 2 respondents in Steelend.
- There were comments on maintenance and the need to improve footpaths in greenspaces.

“Better walking paths as they are slippery with mud for more than half the year...” – Saline

“Green areas are very wet and slippery most of the years with little footpaths.” -

“Better paths” – Saline

“More could be done with greenspaces” - Saline

- One respondent commented they would be more likely to use greenspace within the settlement of Saline if there was a MUGA (multi-use games area) pitch.

ACTIVE TRAVEL

[Transport Scotland](#) defines active travel as travel that is fully or partially people powered, including walking, wheeling, and cycling. The importance of active travel routes has become increasingly important and highlighted in regards to meeting climate change emission reduction targets and in relation to people’s health and wellbeing. COVID-19 led to an increased appreciation by people of walking around their neighbourhoods and there was a 250% increase in cycling compared to pre-pandemic levels and these are trends the [Local Transport Strategy for Fife 2023-33](#) is pushing to embed.

Saline and Steelend are very walkable in scale; most people would take less than 10 minutes to walk within the villages and they could walk between the two settlements within 20 minutes ([see Appendix 2](#)). There are pavements along the most of the roads in the villages.

Walking between Saline and Steelend can be done via a pavement on the north side of the B914 or the winding off-road path following Saline Burn.

Although Oakley is around two and a half miles from Saline there is no pavement along the road which connects the settlements. The core path link from Saline to Oakley is indirect, nearer 4 miles in length, and part of the route is along the road with no pavement. This limits the attractiveness of this route for day-to-day trips between the settlement outwith leisure walking.

There are no cycle routes in or between the villages.

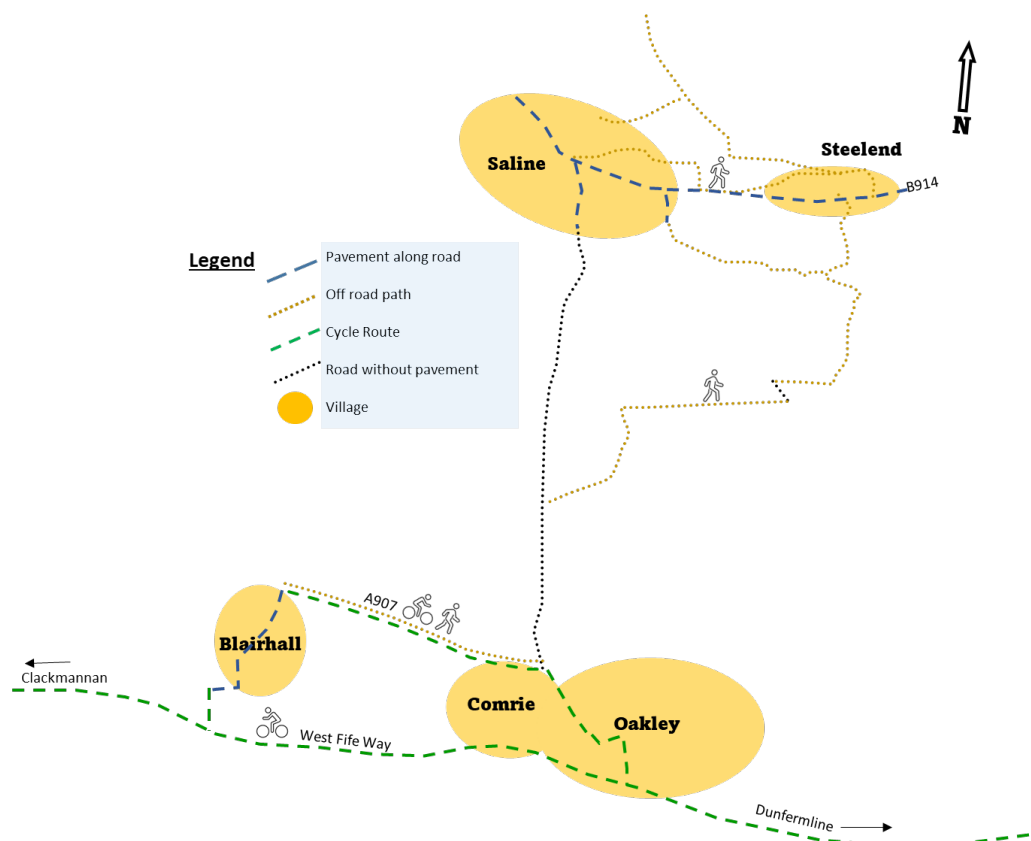


Figure A1-3: Main active travel routes by type through and around Saline & Steelend.

Saline, though walkable, has a few areas where pavements which narrow or end suddenly, forcing users into the road due to (see Figure A1-4 and [Appendix 3](#)). This is partly due to the adaptation of historic villages roads for cars and has resulted in limited or unsafe access in some areas as pavements were added inconsistently and only where there was additional space after the needs of vehicles. As Steelend is not a historic village it has not had to adapt so much to vehicular use, however, the pavements throughout the village tend to be narrow. In both villages the pavements in some areas are used for parking due to the narrowness of the roads between buildings and general lack of off-street parking. Narrow streets can help to slow traffic speeds in some areas, effectively creating shared road space; however inconsistent and uneven pavements, slopes (mainly in Saline) and obstacles such as parked cars create accessibility issues for some users.



Figure A1-4: Examples of road and pavement treatments in Saline and Steelend. Source: Google Maps

Late 20th and early 21st century residential areas, are often culs-de-sac and poorly integrated with the surrounding areas, with potential opportunities to provide a pedestrian shortcut to services and facilities not being realised (see Figure A1-5). This means that routes which could be only a few minutes via a direct path take much longer by having to follow a circuitous route via the road. This does not encourage people in these areas to walk or cycle to facilities.

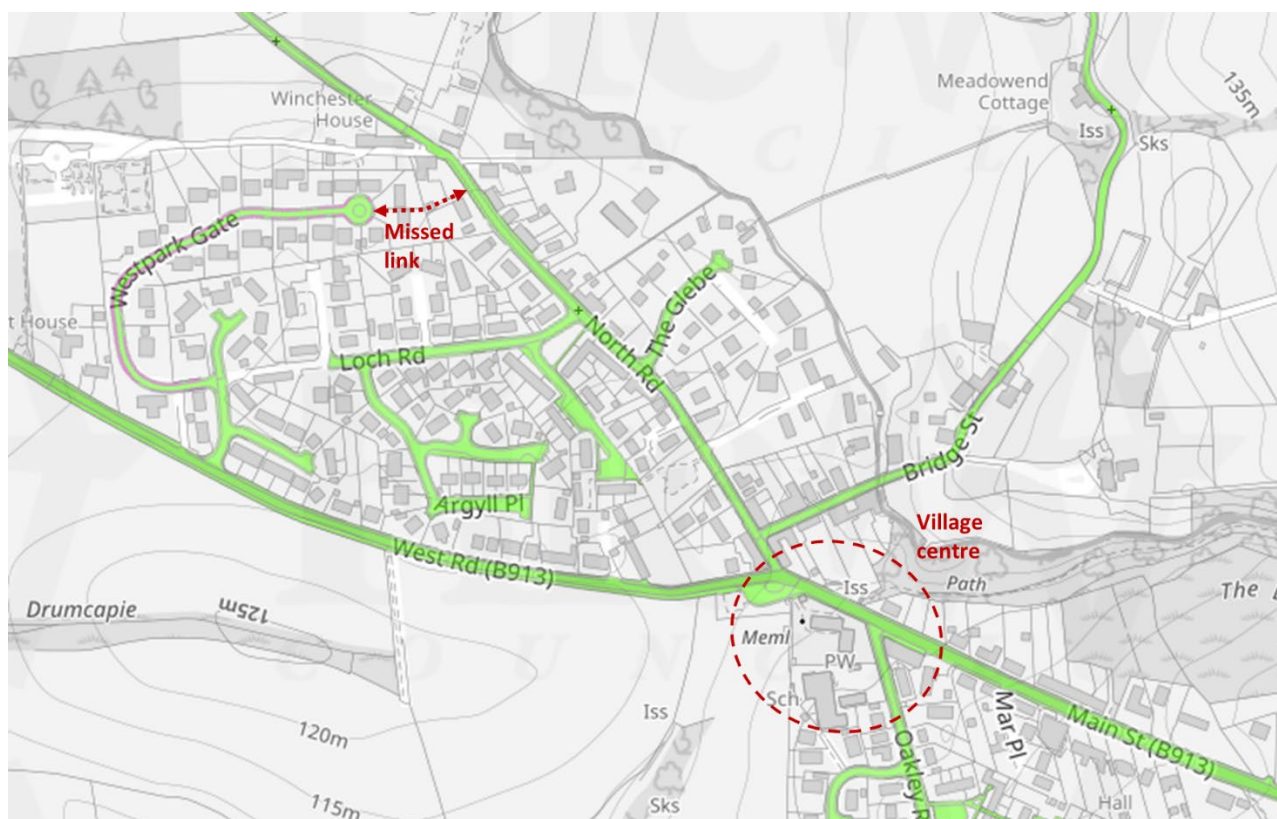


Figure A1-5: Example of cul-de-sac with poor pedestrian consideration, Saline.

Pedestrian routes between the two settlements exist but are often not ideal. There is a direct, (although not particularly interesting), route between Saline and Steelend along the B914 which has a pavement on the north side, this route has a long steep climb out of Saline. The pavement is quite narrow and low to the busy 40mph road; it has street lighting along it and there are some benches within Saline. (see Figure A1-6). Passing other walkers on most of the routes without entering the road is difficult and their usefulness for cycling is limited. The route is bordered by large hedges or

stone walls for most of the pavement’s route, meaning users have nowhere to go if a car jumps the pavement or a lorry takes up more space.



Figure A1-6: Photos showing the pavement condition along the B914.

There are no cycle routes which link between Saline and Steelend or link them to services in nearby settlements. There is a long-distance off-road route a few miles to the south, National Cycle Network Route 764 - the West Fife Way, which gives off road cycle access to Dunfermline, Clackmannan and Alloa.



Figure A1-7: Example of protected bike lane.

Source: [SUStans – Bike Life: Protected bike lanes will transform our cities](#)

Bike lanes which are separated from the road, preferably with some buffer space between cars and bikes (Figure A1-7), as well as off road paths, are generally considered safest by users, and are seen as the preferred option for most cyclists and motorists, particularly those people who are interested in riding a bike but are hesitant due to safety concerns. Protected cycle lanes, separated from traffic have been shown to increase bicycle trips.

Cyclists tend to prefer direct routes to destinations, with minimal interaction with vehicles and though willing to deviate from the most direct route to access a safer route they will generally limit their detour to less than 400m to access safe infrastructure.

Survey Responses:

- Just over half of the people who responded indicated that they generally enjoyed walking around the area, particularly in the countryside, although level of traffic and traffic speed were raised as concerns by many people.
“Steelend is a beautiful, beautiful village and there are lots of beautiful walks.” – Steelend

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“Lovely to walk in countryside but Main St and Road through village need speed calming measures like speed bumps and narrowing parts of Rd to slow down traffic.” – Saline

“Beautiful surroundings, possibly not so safe from a traffic perspective with narrow roads if walking cycling” - Steelend

- A few people highlighted concerns around maintenance of routes.

“many pavements poorly maintained” - Saline

“Beautiful area to walk, but pavements not well maintained with limited road sweeping etc.. and increasing volume of HGV using B roads as a shortcut.” – Saline

“I would not walk up the hill from Steelend to Upper Steelend as road too dark / no footpath” - Steelend

- There were a number of responses which indicated a level of frustration that there is no path between Saline and Oakley.

“If there was a path between Saline and Oakley that we could walk but currently no path or buses” – Saline

“Would be 20 minute walk but no path on a very fast dangerous road with no verges either” – Saline

“There is no path at all towards Oakley ... just a fast narrow country road with no verges so not safe at all! No lights the whole way, blind bends, 60mph road with no path at all.” – Saline

“There would need to be investment in a cycle path all the way to Oakley (that would be a start but also properly constructed cycle paths on /beside the roads round Saline. When this occurs I think people would consider buying an e bike.” – Saline

“No safe walking/cycle route to Oakley”-

“Need a joint path between Saline and Oakley” - Saline

- The lack of cycle infrastructure and concerns over safety were reflected in many of the comments about the ability to bike in the area throughout the survey.

“I wouldn't cycle anywhere that uses a road (sharing with cars/lorries), so nearest is Lochore Meadows, that requires a car journey. Let's build PROPER cycleways that are ONLY for BICYCLES “ – Saline

“It is dangerous to cycle in Saline and not many people do it .” – Saline

“the country roads nearby have become a bit busy with fast cars for us to cycle with children” – Saline

“..not safe. Cars travel too fast on the roads so I'm not confident I would be safe. Twisty, turns roads with no cycle lanes and no ways for cars to pass cyclist safely.” - Saline

PUBLIC TRANSPORT

Public transportation is accessed along the B914, with four buses (4A, 4C, 28 & 6A) servicing the two villages (see Figure A1-8). The bus routes offer connections between the villages, Dunfermline, Falkirk, Alloa, Rosyth, Oakley, Valleyfield, Culross and Kincardine.

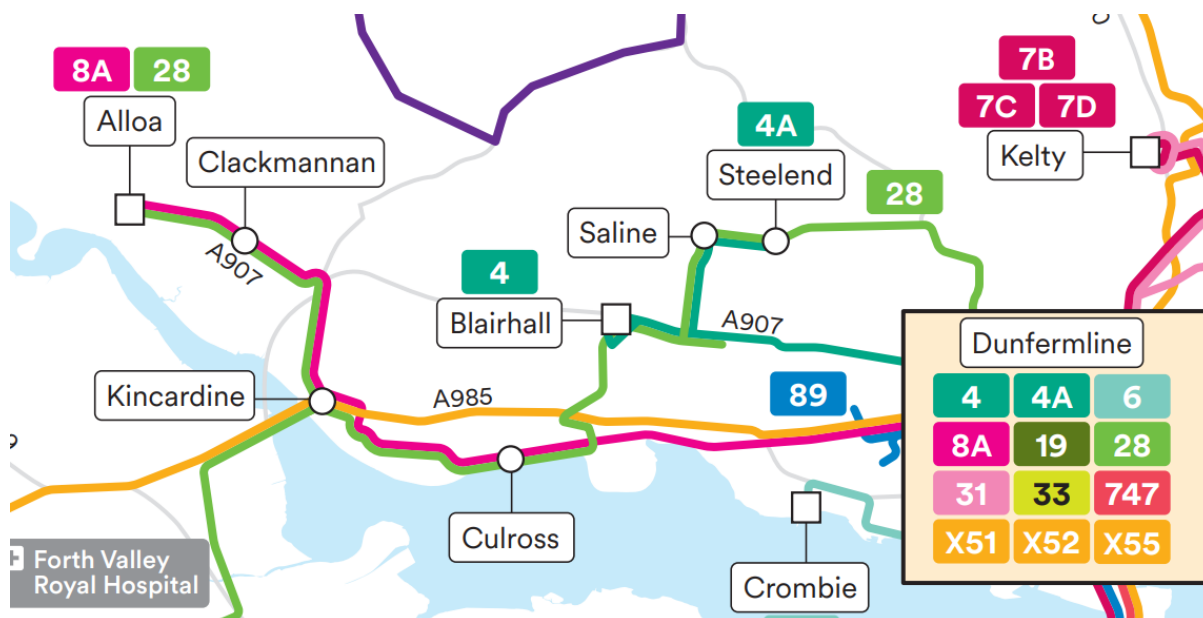


Figure A1-8: Extract from Stagecoach routemap showing buses serving Saline and Steelend.

The regular bus routes through the area are provided by Stagecoach – see Table A1-2.

Number	Route	Hours and regularity of service at August 2023		
		Weekdays	Saturday	Sunday
4(A)	Dunfermline to Saline & Steelend	Hourly 5.50am to 15.45pm	Hourly 07:45am to 17:45pm	No Sunday service
	Saline & Steelend to Dunfermline	06:20am, 07:20am then hourly 09:15am to 15:15pm	Hourly 08:15am to 18:15pm	No Sunday service
4(C)	Dunfermline to Saline & Steelend	22:45pm & 23:55pm	22:45pm & 23:55pm	08:30am, 22:45pm & 23:55pm
	Saline & Steelend to Dunfermline	23:23pm & 00:33am	23:23pm & 00:33am	08:11am, 09:11am, 23:23pm & 00:33am

28	Queen Margaret Hospital to Saline & Steelend	09:12am, 12:12pm, 16:12pm, 19:12pm & 20:14pm	09:12am, 12:12pm, 16:12pm, 19:12pm & 20:14pm	No Sunday Service
	Saline & Steelend to Queen Margaret Hospital	08:41am, 11:41am, 14:41pm, 18:41pm & 19:42pm	08:41am, 11:41am, 14:41pm, 18:41pm & 19:41pm	No Sunday Service
6A	Saline & Steelend to Ferrytoll Park & Ride	20:50 to Rosyth, 22:50 to Ferrytoll	20:50 to Rosyth, 22:50 to Ferrytoll	2 hourly between 10:50 and 2250 to Rosyth (no link to Ferrytoll on Sunday)
	Ferrytoll Park & Ride to Saline & Steelend	19:43 from Ferrytoll, 21:50 from Rosyth	19:43 from Ferrytoll, 21:50 from Rosyth	2 hourly between 9:50 and 21:50 from Rosyth (no link to Ferrytoll on Sunday)

Table A1-2: Routes and times of regular bus services in the Saline & Steelend area as of August 2023

On-demand services are also available:

- [Fife Bus Service](#) Z1, run by Fife Council, available to those with reduced mobility. This service is available on Wednesday & Friday between 08:00am to 17:30pm and provides access to both Saline & Steelend, as well as other settlements to the west of Dunfermline such as Culross, Gowkhall and Kincardine. [Royal Volunteer Service](#) provides pre-arranged transport to GP and hospital appointments, as well as for shopping and social activities.
- [MyBUS CT](#) providing prearranged transport to GPs, shopping, days out, and other needs to members.

A train station in Dunfermline offers indirect rail links to Dundee and Perth, as well as direct links to Edinburgh, Cowdenbeath and Glenrothes with Thornton.

Public transport is considered by [Transport Scotland](#) and [Fife Council](#) as a priority for reducing inequalities, contributing to climate action, promoting economic growth, and improving health and wellbeing. So having access to frequent and reliable options which take people where they want to go is important for anywhere wanting to encourage public transport use.

The public transport provision though Saline & Steelend is mixed, there are a variety of routes going between Dunfermline and a few smaller settlements to the west of the city which go through both settlements. The bus stops through Saline and Steelend are well positioned and marked clearly. Pavements at bus stops have coloured and textured raised areas marking them and to assist with stepping up onto and off the bus.

The hours of operation limit public transport use and many routes do not run on Sundays. Additionally, as seen in table A1-2 above, there are lengthy wait periods between services during the daytime. Route 28 between Queen Margaret Hospital and Falkirk passes through many villages in

West Fife which makes it slow; for instance, according to [Google Maps](#) the journey between Saline and Queen Margaret Hospital takes approximately 30 minutes by bus, compared to around 15 minutes by car. This is consistent with reviews of public transport in statistics published on [bus accessibility](#) (Figure A1-9) and information in the [Local Transport Strategy for Fife 2023-2033](#) (Figure A1-10), where the Saline and Steelend were found to be amongst the least well and slowest served areas in Fife.

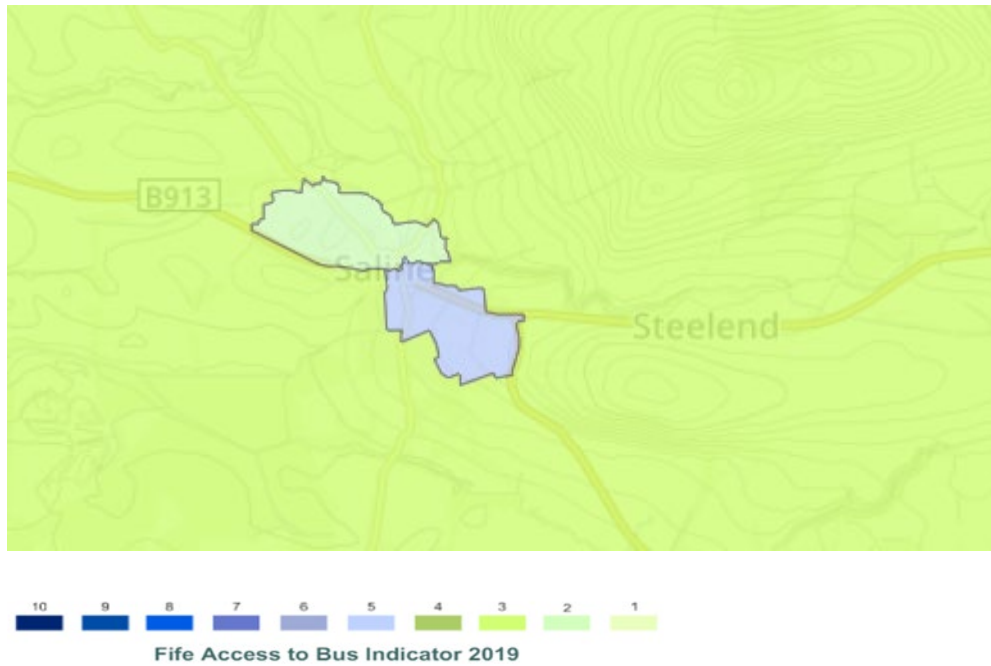


Figure A1-9: Map showing the accessibility of bus services to Saline and Steelend categorised into deciles where 1 indicates poorest accessibility and 10 greatest accessibility. Source: [Scottish Government Bus Accessibility 2019](#)

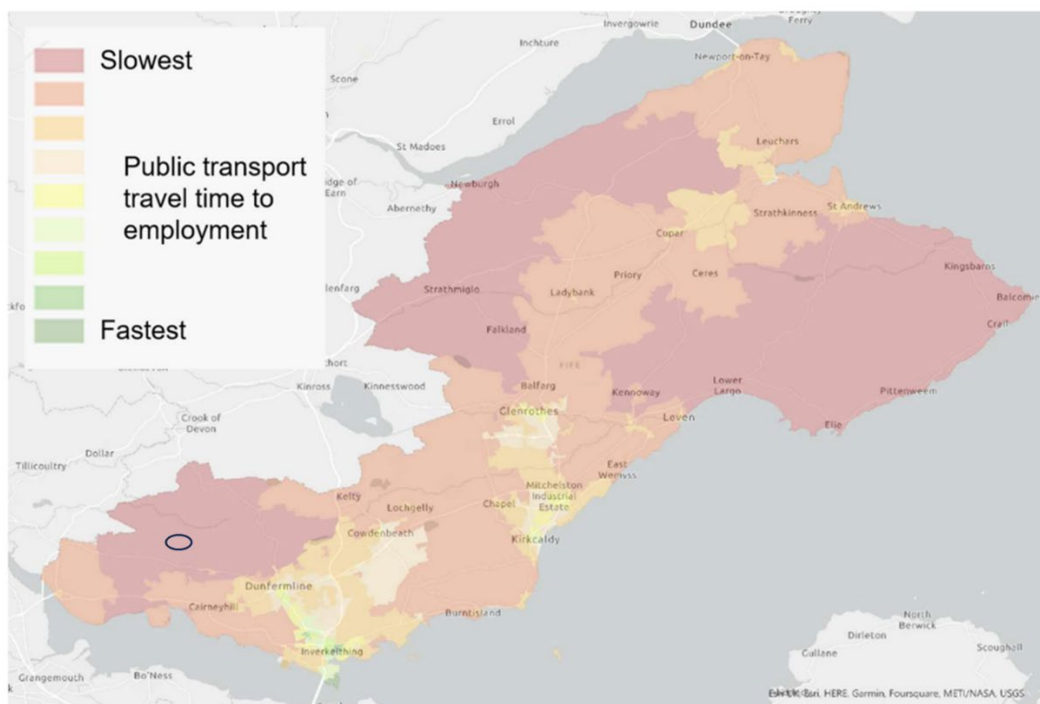


Figure A1-10: Map of public transport time to employment, with Saline and Steelend area highlighted. Source: [Local Transport Strategy for Fife 2023-2033](#)

The [Fife Local Transport Strategy](#) highlights that public transport costs are rising faster than costs associated with personal vehicles although many people in the area will have access to free travel. Stagecoach is the primary bus operator in the area so residents are subject to Stagecoaches fares; [these rose by an average of 15% in 2023](#) with the operator blaming the continued impact of Covid-19 and the cost of living crisis. Nationally, [transport and travel results from the Scottish Household Survey](#) show there has been a steady decrease in the percentage of journeys made by bus from a high of 11.2% in 2006 to 7% in 2019. Public transport use [was further reduced by COVID-19](#) from which services are still. These aspects contribute to a reluctance in using public transport through both perceived and actual issues which was reflected in many responses to the Living Well Locally survey.

Survey responses:

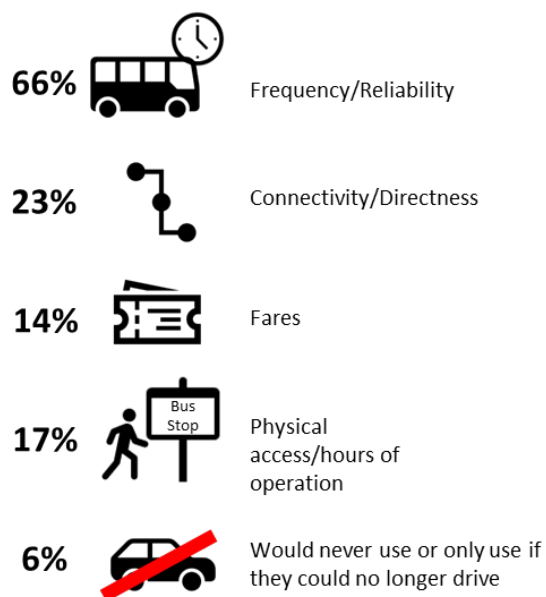
- When asked if they used public transport the majority of people responded that they do not use public transport in the area, though a significant portion did.



- Barriers to more frequent public transport use were similar across those who use and those who don't use public transport. The main themes brought up in responses were:
 - Frequency/reliability of services,
 - Connectivity/directness,
 - Fares,
 - Physical access/hours of operation.
- One respondent from Saline who frequently used public transport respondent (50+, female) highlighted issues of access for those without a car or unable to drive. They travelled for work by bus, having to walk over Bandrum Hill, and were reliant on local and online services, stating that they felt isolated since their husband's death. They found many services too difficult to access so did not use them.

"My nearest medical centre, dentist and pharmacy are in Oakley, which is not far away in miles but requires a major expedition in practice. I am not able to access any of these services if unwell." - Saline

Themes of Responses about Barriers to Increased Public Transport Use*:



*Note many people included multiple themes in their responses so the figures do not add up to 100%

- Answers to questions about encouraging more frequent use of the various services returned frequent comments related to improving local access to public transport and a concern that current services were impractical to use for some trips.
 - “Currently I only use public transport if a car is unavailable (we are a one car household) - if buses were more frequent I might use them more often. A direct bus to the hospital (both Queen Margaret and the Victoria Hospital) would be really useful as parking at the hospital can be difficult.” -Saline
 - “Better service that was joined up with connections. Eg the proposed new timetable means that when I stop work at 5pm in Edinburgh, I need to wait in Dunfermline for approx 90 mins. This shows no consideration for residents of a rural community.” – Saline
- One respondent (50+ female from Saline) commented that “Dunfermline bus station not welcoming at night” and put them off using the facility and associated services.

FOOD AND CONVENIENCE STORES

Saline has one convenience store, located centrally. It is open between 6:00 and 20:00 Monday to Saturday and between 7:00 and 17:00 on Sunday.

The convenience store is situated on Main Street (the B913) and is a part of the Usave chain, which is a growing chain of stores within Scotland, offering a ‘one-stop-shop’ for all essentials. Residents need to travel to access supermarkets and most people use services in Dunfermline.

Alternative food stores in the area are Premier, Nisa and Co-op convenience stores and a butcher in Oakley, and the Saline Shaw Farm Shop a couple of miles to the north west of Saline. A mobile fishmonger visits the villages weekly and there is a regular pizza van which comes to Saline.

Research by the [Consumer Data Research Centre \(CDRC\)](#), examine the supermarket use trends based on socio-economic SIMD (Scottish Index of Multiple Deprivation) areas, using factors such as distance to stores, size and density of stores, and neighbourhood socio-economic and demographic characteristics.

The data identifies Steelend as slightly more vulnerable to increases in the cost of living and a lack of accessibility to cheap, healthy, and sustainable sources of food, compared to Saline. (See Figure A1-11)

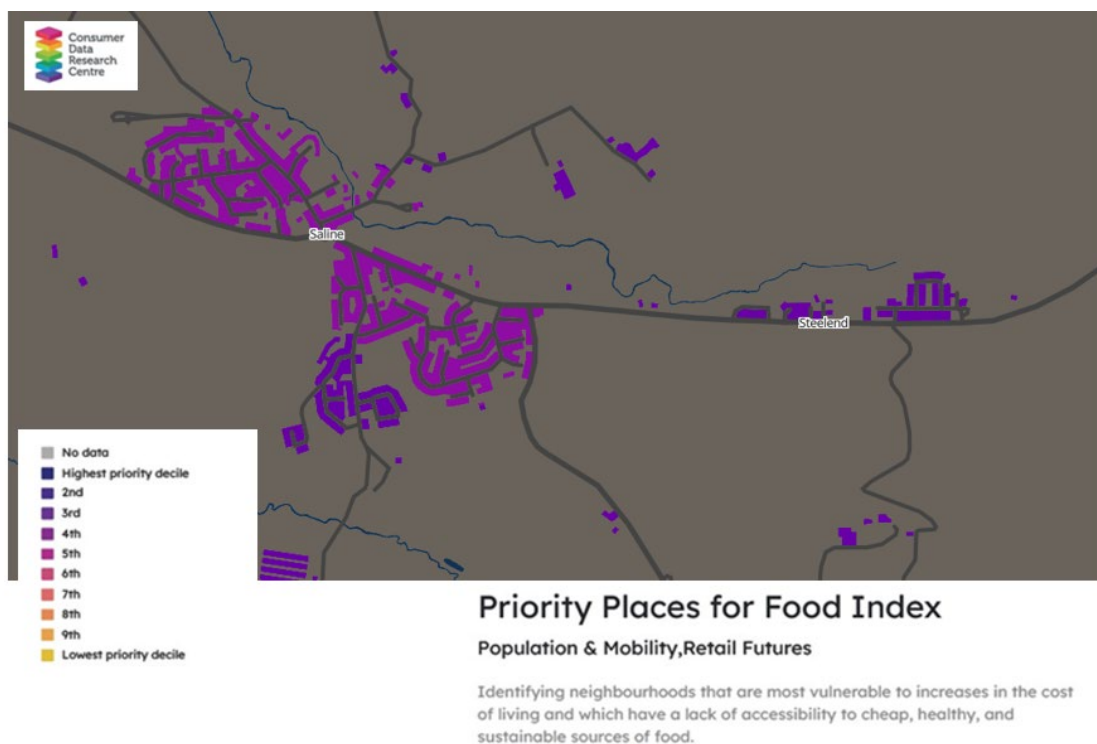


Figure A1-11: Overall priority for improved access to food retail Saline and Steelend area Source: [CDRC Priority Places for Food Index](#)

Although both settlements are a high priority for improving access to food, they are categorised by the CDRC as amongst the lowest priority when considering e-delivery, as there are online services available from multiple supermarket chains (see Figure A1-12).

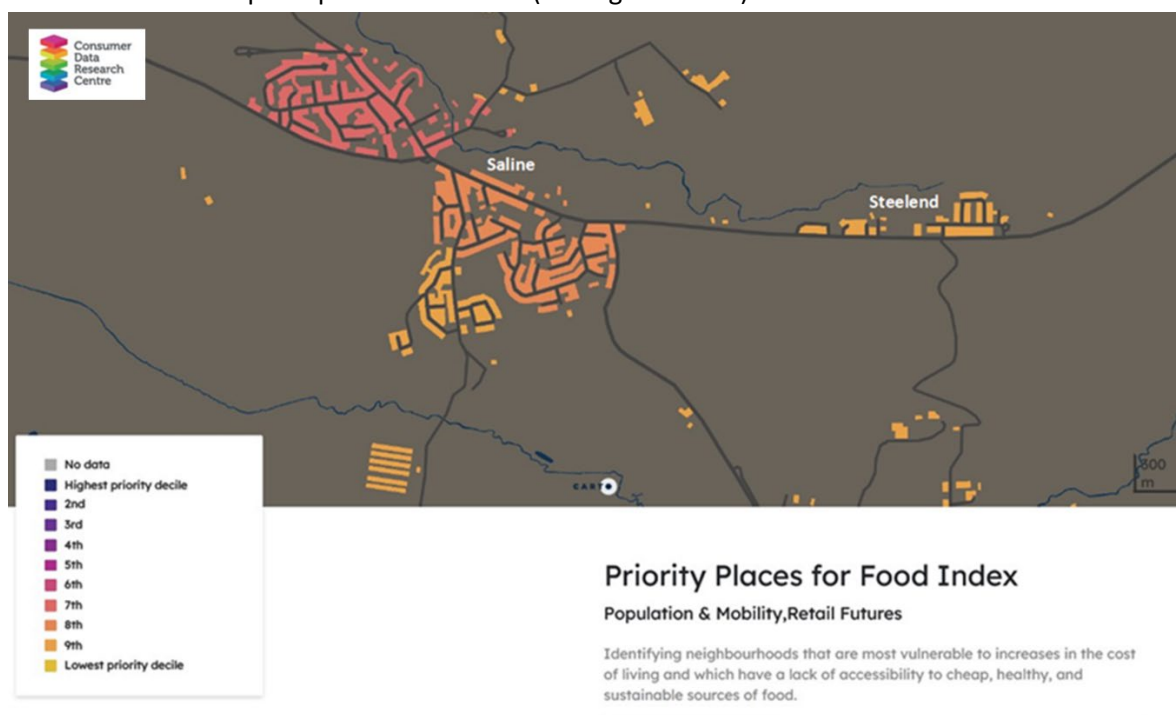


Figure A1-12: Access to online food deliveries showing good quality access for the Saline and Steelend area Source: [CDRC Priority Places for Food Index](#)

Food prices and encouraging local service use:

In October 2022 we carried out analysis of relative prices of certain key food and household items. As there was only one store within both settlements, we have compared the prices to those in convenience stores in the West Howe area due to the similarity of stores, location and data gathered within the same time period (see Appendix 4 for full comparison).

We found that the Saline Store is not significantly more or less expensive than other comparable convenience stores. As with all these stores some items were more expensive and some less. Of the twelve everyday items we collected data for only bananas were not available. The Saline store had the highest prices for a litre of milk and 1kg of potatoes, but it had the lowest price for 1 litre of orange juice and packet of 4 toilet rolls (see figure A1 – 13).

Grocery List—Oct /Nov 2022—high and low prices

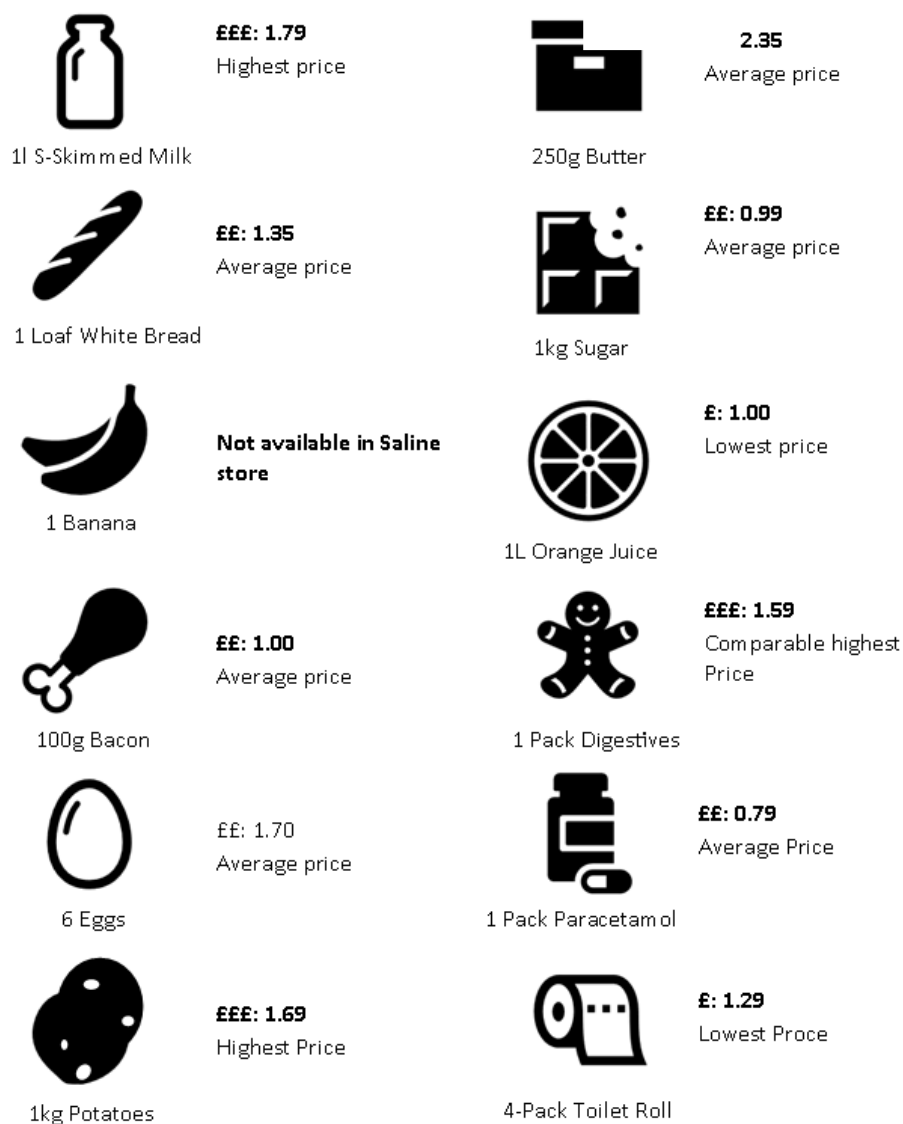
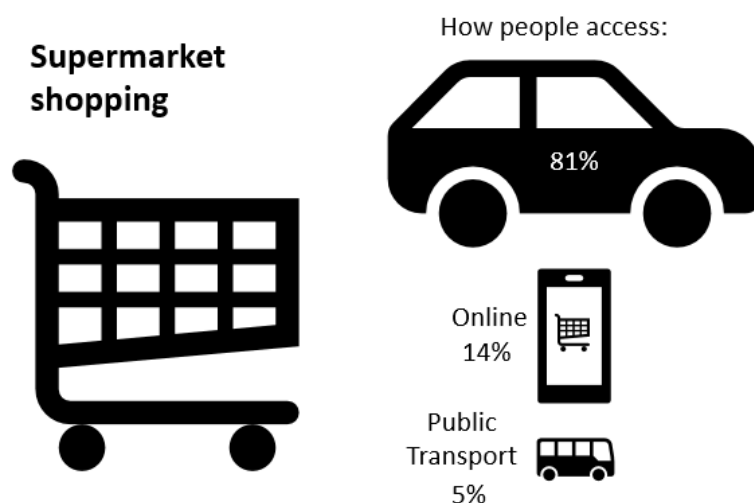


Figure A1-13: Relative prices for some key items in the Saline convenience store compared to prices in convenience stores in the West Howe area of Fife.

These results align with findings by Nourish Scotland in [Our Right to Food report](#) which reports a lack of choice in convenience stores and general higher prices over supermarkets. However, based on our survey results the price of goods at different stores does not appear to encourage travel to convenience stores further away in order to capitalise on less expensive prices; despite there being sometimes large differences in price.

Survey responses for supermarket use:

- Survey responses indicated that travel to the supermarket was overwhelmingly by car which was consistently the majority form of transport in both villages.



- Travel time to supermarket was overwhelmingly over 10 minutes.
- Most people access supermarkets in Dunfermline (see figure A1-14).
- An online shop was the second most common answer for how people did a food shop.

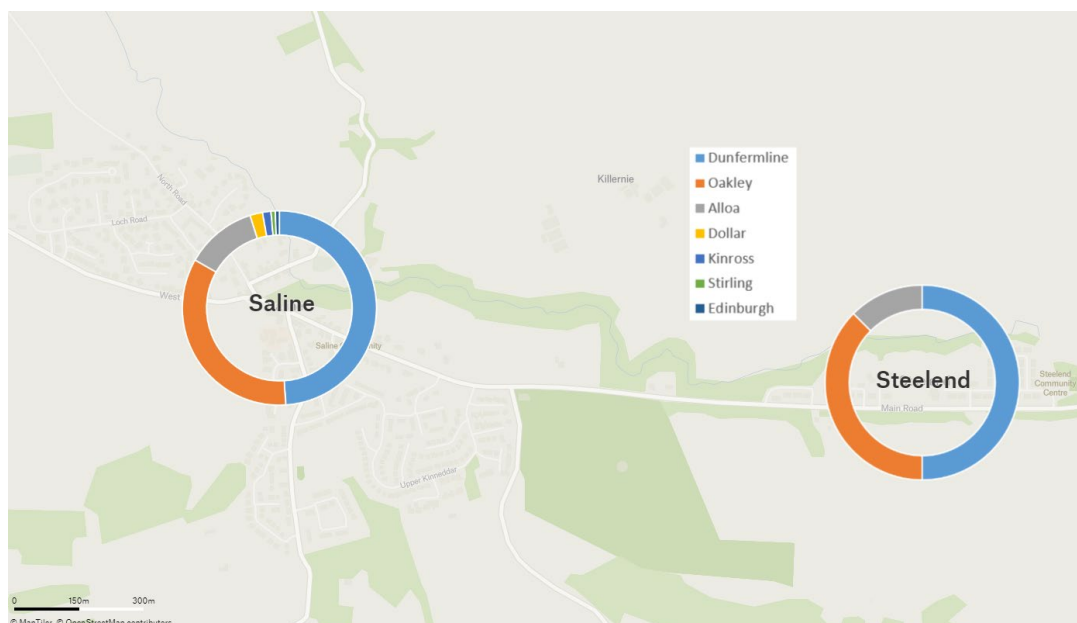


Figure A1-14: Map Showing the breakdown of where people access supermarkets outwith the villages

Survey responses for convenience store use:

- The majority of people travel by car to access a convenience store and most people reported that it took over 10 minutes to get there.



* Note missing % did not answer

- The highest proportion of drivers were in Steelend, where there is no convenience store.
- Many who drove in both villages reported using convenience stores in Oakley, which has Co-op, Nisa & Premier stores.

When asked about what would encourage people to use local convenience stores more often:

- Responses largely focused on needing improvements to the range and prices of goods before shopping locally more.
- Some indicated more local and fresh produce would help.

“More choice of produce available” - Saline

“Organic meat and veg and sustainably caught fish.” - Saline

- Some responses said they were concerned about the lack of safe active travel routes to access convenience stores by foot.

“If there was a path between Saline and Oakley that we could walk but currently no path or buses” – Saline

“Pavements from Upper Steelend down to Steelend main village, cycle path from there also and a bus stop at Upper Steelend” - Steelend

IMPORTANT SERVICES

COMMUNITY HALL

There is a community centre in Saline and a Miners Welfare Club in Steelend. Both these facilities offer a space for functions, events, clubs and groups including a food pantry. Both facilities are fairly small and dated. We received a number of comments regarding the condition of Saline Community Centre in particular. Fife Council has plans to replace the roof of the community centre which has been leaking. There was a community centre in Steelend but this has now closed.



88% of people who responded said they used their local halls.

The majority of people said that they used the community halls although just over 50% for people who responded said they did not have access to a community hall. This may be to do with the halls only being accessible during pre-arranged classes and events or could reflect that people tend to use community facilities in Oakley. Lack of classes and events was raised as a reason why people did not use these facilities more often.

Planning permission has been recently granted for a small community hub to be built as part of a new development of affordable homes in Saline.

A small minority of people said they were aware of local community initiatives, with the most common of these comments talking about the community council. Everyone else said no.

Survey responses:

- A majority of respondents from both settlements commented they do not have access to a community hall – with few not answering the question.
- Despite limited access, 88% of respondents in every age group expressed their utilization of a community hall.
- There were many comments about the poor quality of the community hall.

“Community centre is horrible and outdated.”

“A renovated community hall with more things going on in it. It currently looks like a rundown toilet block.”

“An improved Community centre would be good...the existing centre is old, tired and in need of upgrading to more adaptable/multi-purpose centre - catering for exercise classes, support groups (Suicide prevention, Mental well-being, mentoring/after school groups)”

- Other comments noted the want to adapt community centres to include more facilities and offer a wider variety of activities to service the people.

“Investing in Saline Community Centre. It will house the Community Pharmacy if NHS approval is granted. We want to see it develop as community hub and as a centre for health and wellbeing.”

“Steelend had a beautiful new community centre with newer and more modern facilities. A decision was made to close this and keep Saline’s old and very dated community centre! Steelend one was then sold off!!! Completely waste of money! A centre with better facilities (like Steelend’s one) offering more services, such as a community pharmacy. Or better make use of local buildings such as saline community centre, church hall, Steelend miners club!”

“More exercise groups offered at the community center e.g. Pilates, Yoga”

- There was one comment that the Community Council and Community Development Trust are seeking to take the Community Centre into community ownership.

AFFORDABLE HOUSING

The majority of housing in the area is owner occupied and taking the area as a whole it is the least well served of the three case study areas in terms of social rented housing supply with an average of 10% compared to a Fife average of 23% (see Figure A1-15). The number of private rented properties in Steelend is fairly high compared to Fife averages.

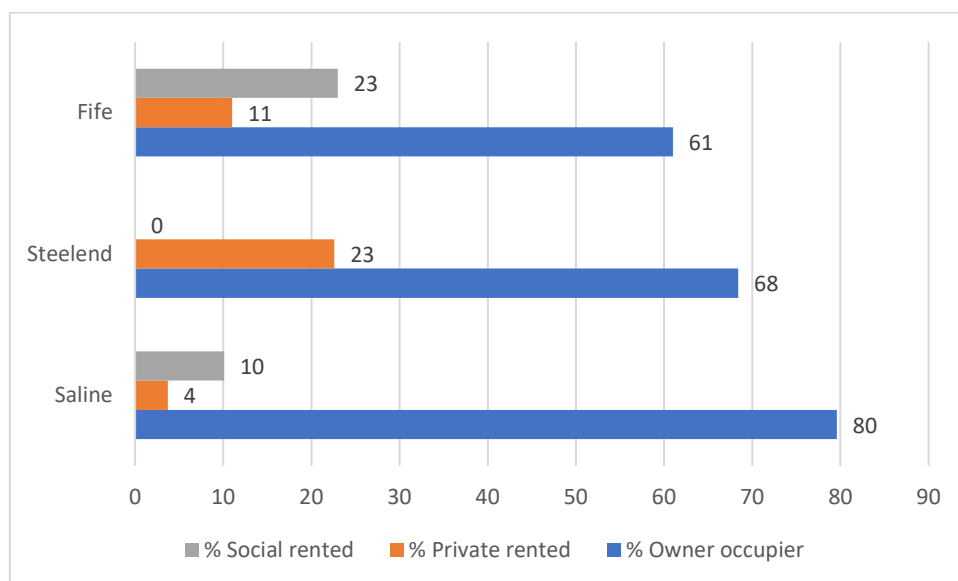


Figure A1-15: Breakdown of housing tenures in Saline and Steelend. Source: West Fife Villages Housing Need and Demand Area profile 2021

Saline and Steelend have higher house prices than the Fife average (about 59% higher in 2022), There were [36 house sales in 2022](#) in the area.

Data collected for the West Fife Villages Local Housing Strategy Area - Housing need and demand profile found that:

- There is a demand for retirement housing in the area.
- There is a high need for specific needs housing in the area.

There have been over 100 houses built in Saline since 2012. Planning permission has been granted for 39 affordable houses along West Road.

The majority of housing in the area consists of 4-6 habitable rooms; typically bedrooms and living rooms are considered habitable rooms but not kitchens, as defined by [National Records of Scotland](#)). [Scottish Government statistics](#) show that in 2017 this accounted for 66% of the housing, 25% consisted of 1-3 rooms (1-2 bedrooms).

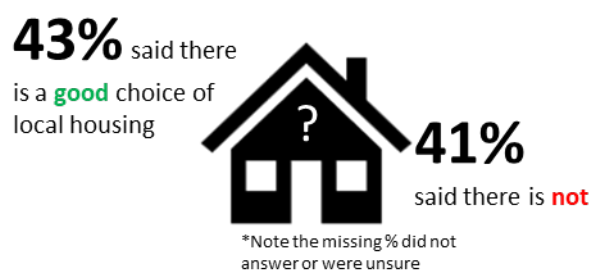
A [Housing Market Area Assessment](#) produced for the Edinburgh and South East Scotland HNDA3 found that in the four years between 2015-2019 80% of the people who bought houses in the area came from within the Dunfermline and West Fife Housing Market Area.

The comparatively low levels of smaller houses could impact on older residents who wish to remain in the area. According to the [World Health Organisation](#) a variety of housing and provision of supportive housing is important for older people, giving them the option to move to a suitable home but remain within the community. Those who wish to maintain their connections to the community but want to live in a more manageable sized home once children have left, have mobility restrictions, or generally want to maintain their independence but with the option of assistance may have trouble finding somewhere locally. The lack of variety and slow delivery of new housing may also have a negative impact on first time buyers wanting to settle in the area or stay in the communities they grew up in, whose budgets and access to funding may limit or exclude them from the local market, particularly given [Scottish Government statistics](#) show that the house prices in the area exceeded Fife averages between 2014 and 2018.

Survey responses:

When asked whether they thought there was a good choice of housing in the area:

- Similar numbers of people thought that there was a good choice of housing in the area to those who thought there was not.
- Some comments pointed to the lack of affordable housing of various types (social, affordable) and the lack of affordability for young people due to rising prices and lack of variety in housing types and sizes, as well as supply.



“I am not a homeowner- I am in my 20s and living with my parents as the cost of living crisis across the country has made living elsewhere impossible” – Saline


“If you can afford to buy. Limited opportunities for renting” – Steelend

NURSERY AND CHILDCARE

Saline Nursery, administered within the Saline Primary School, operates as a Council Nursery Establishment. Fife Council extends its provision to offer up to 1,140 hours of complimentary childcare to children aged 3 until the commencement of formal schooling, as well as to 2-year-old children who meet the specified eligibility criteria outlined by the Scottish Government. While it is possible that childminders operate within the vicinity, this aspect was not captured during our data collection process.

The nursery boasts a capacity to accommodate 30 children aged 3 to 4, operating from 9 a.m. to 3 p.m. The service is available for five days a week over a span of 38 weeks annually, leveraging the Council's complimentary childcare hours. In contrast, the nursery at Inzievar Primary School in Oakley can accommodate 81 children, including provision for 16 children under the age of 3. Its operational schedule spans a full year, offering 49 weeks of half-day sessions.

The nearest private nurseries are in Dunfermline and Alloa. The estimated hourly private nursery costs in Fife approximate £5.12. Notably, the costs associated with various forms of childcare, including nannies, childminders, babysitters, and nurseries in Fife, consistently exhibit pricing levels that fall below the national average (Feb. 2023 prices obtained from [Childcare.co.uk](https://www.childcare.co.uk)) see table A1-3.



cost/hour	Fife	Nationwide
Nanny	£11.00	£12.13
Childminder	£4.71	£5.79
Babysitter	£9.72	£10.66
Nursery	£5.12	£5.76




Table A1-3: Table showing average private childcare prices in Fife and nationwide

There is an out of school club which is located at Saline Primary School and includes cover during school holidays based in another location.

We don't have information on childminders in the area but the indication from the survey was that there is limited provision within Saline and Steelend themselves.

Survey responses:

- Only 28% of people answered this question, but most of these said they did not have access to affordable childcare.



19% said there is not affordable childcare in the area

- One person in Steelend commented they struggle to employ a private nanny for their children in the area.
- Those who offered further comments tended to say childcare was expensive, with one respondent from Saline saying they have had to go to Dunfermline for childcare until nursery/school age for their children.

PRIMARY SCHOOL

Saline has a primary school, located in the centre of the village. The school has capacity for 134 pupils. Fife Council provide free travel to schools over 1 mile away this includes children who live in the east of Steelend and Upper Steelend but not those who live in the west of Steelend.



Saline and Steelend are within in the catchment for St Margarets Primary School in Dunfermline and children who attend that school are eligible for free travel.

Survey responses:

- There was a comment that the Community Council and Community Development Trust are looking to acquire a piece of council-owned vacant land for use by the school.

SECONDARY SCHOOL

There are no secondary schools in Saline and Steelend. The villages are within the catchment area for Queen Anne High School (non-denominational) and St Columba's Roman Catholic High School (denominational) both in Dunfermline. Free bus travel to these schools from the area is provided by Fife Council.

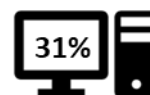
EMPLOYMENT

There are limited employment opportunities within Saline and Steelend. Our survey results showed that nearly a third of those who answered said they worked from home, which is the highest result for our case study areas. The most common places of work after working from home were Dunfermline and Edinburgh, followed by Glenrothes. A small number of people who work locally don't work from home and some others travel throughout Fife and outside Fife as far away as Glasgow.

Survey responses:

- About a third of responses did not answer about travel and these were almost all those aged 50+
- Those who did respond overwhelmingly travelled by car, with the next largest share working from home.
- It is noted some respondents used multiple methods of travel to work, with one resident from Saline using both car and train to get to work in Edinburgh.
- None of the respondents said they cycled or walked to work, however this is likely due to the remote nature of the settlements and lack of local employment opportunities.
- The majority of those who travelled outside the cluster for work travelled to Edinburgh, Glenrothes, and Dunfermline, with the rest working in a wide range of places across including Glasgow and Stirling.

How survey respondents travel to work*:



Work from home



8% 0%

Walk, take public transport, and cycle

24% Did not answer

* Note percentages are based on those who answered

RECYCLING FACILITIES

Both villages have centrally located recycling facilities. The nearest household waste recycling centre is in north Dunfermline.

Survey responses:

- The majority of people reported having access to a recycling facility and using it.
- There were multiple comments on the need for the recycling points to be upgraded, and many said they used recycling facilities in nearby settlements for a variety of reasons.

"The recycling point should be further developed beyond just bottle recycling." - Saline

"Recycling glass is particularly problematic..." – Saline

"Extra recycling bins e.g clothes" – Saline

"Recycling point is plastic and glass only, no cardboard...that would be beneficial." - Saline



Used local recycling

PLAYPARK

There are playparks in Saline along North Road and in Saline Park on Oakley Road. In Steelend there is a playpark in the greenspace by the Miners Welfare Club (see figure A1-16). All these playparks were found to be good quality in the Fife Council [2023 Play Sufficiency Assessment](#). Upgrades to the North End play area in Saline and Steelend playparks were led by the Saline and Steelend Play Parks Group.

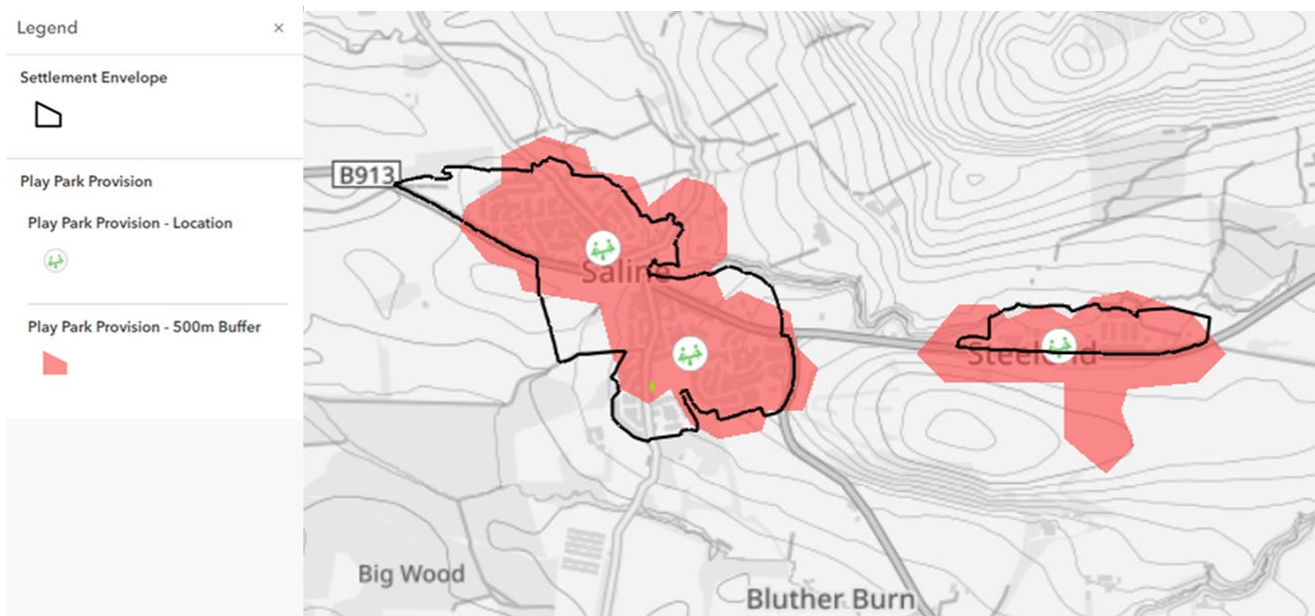


Figure A1-16: Location of playparks in Saline and Steelend with 500m walking distances shown

There is a small skate park in Saline Park.

Survey responses:

- Almost all respondents stated they had access to a playpark, however less than 50% claimed to use them. This is likely due to the age of respondents and or not having family members such as children or grandchildren to take.
- The majority of those who said they did use playparks were female and were between the age of 25-50.
- There was a comment about the playpark in Steelend being provided through community fundraising. *"The new play park in Steelend is fantastic (thanks to the fundraising of the local communities! NOT the council) the park has proved hugely popular with people from lots of surrounding areas visiting."* – Steelend
- An update to the current skatepark facility was requested.

92% Said they **have** access
to a playpark



48% Said they did **not** use
a playpark

INFORMAL/FORMAL SPORTS FACILITIES

The only formal sports facility in the two villages is Saline Golf Club, which sits between the two villages. Steelend once was home to Victoria Football Club, but the grounds have fallen into disrepair since the club's closure in 2013.

Informal sports facilities are located in Saline, with an informal football pitch in Saline Park and a skateboarding park along Oakley Road. There are some community run exercise classes at the Saline community hall including Badminton (although there was a comment about the hall not being high enough for badminton). In Steelend there is a grassed area which is suitable for a kickabout.

Some exercise classes are available in Oakley and Comrie including yoga.

Most people indicated that they travel to Dunfermline to access formal sport facilities such as the Carnegie Leisure Centre.

Physical activity is recognized by the Scottish Government and NHS Scotland as being important for physical and mental health and is included as one of the [six priorities for public health in Scotland](#). [Fife's Strategy for Physical Activity 2021 to 2024](#) aims to create an active Fife, encouraging access and take up of sports, leisure, and physical activity. It has the potential to strengthen community ties and connections between neighbours as well as tackling issues of social isolation alongside contributing to preventative health through having a positive impact on sleep, mood, stress, depression and others.

Survey responses:

- Many respondents said they would use local facilities more often if they were available in their village.
 - "Perhaps some leisure facilities in the community centre," – Saline*
 - "I would use one if there was one." - Steelend*
 - "There are not many free facilities" - Saline*
 - "More variety of class times, better facilities" – Saline*
 - "If there were classes or clubs at our community centre" - Saline*
 - "Cheaper and more local facilities" - Saline*
 - "There should absolutely be a gym in the village- even one of a very small size would be hugely beneficial to the community." - Saline*

- Most people drive to access sports facilities (90% of those who answered). A few people (8%) used public transport to get into Dunfermline to use facilities such as the Carnegie Leisure Centre.
- The cost of facilities or activities was raised by a number of people in our survey.
- Some respondents wanted better activities tailored to specific age groups, suggesting a desire for more diverse offerings.

“Astro surfaces would be a great addition for the children.” – Saline

“If there was a local gym for teenagers” – Steelend

“More for 40s to 50s” - Saline

- One person suggested that groups could be organised within the community to arrange transport to access sports facilities and activities further away;

“groups could be organised for sporting activities such as hiking, tennis, football in which larger transport could be arranged to get to the necessary locations.” - Saline

GP PRACTICE AND HEALTHCARE SERVICES

There is no GP in Saline or Steelend. The nearest practice is in neighbouring Oakley. This surgery is open between 08:00-18:00 Monday to Friday and is appointment only. An emergency phone line is open between 08:00-08:15 if patients cannot wait until 08:15 when the regular phone line opens.

The closest A&E hospital is Queen Margaret Hospital in Dunfermline. Patients may be sent to different hospitals depending on their medical needs or personal choices. Based on information gathered from the [Traveline Scotland website](#), it is estimated that travel to Queen Margaret takes approximately 17 minutes by car and 30-50 minutes by public transport depending on the service used.

GPs in Scotland have been under pressure for several years, with a [recent survey by the British Medical Association](#) finding that 8/10 practices reported “demand was exceeding capacity” and 34% having at least one practice vacancy. Pressures on the system were exposed by COVID-19 and continued with current economic strains and services are moving online with Near Me video consultations and other digital solutions supported in the [Scottish Government’s Care in the Digital Age: delivery plan 2022 to 2023](#) and set out in the original 2018 Digital Health and Care Strategy. These continuing issues and emerging tools will have an impact on the availability of in-person health infrastructure in Fife, potentially leading to a reduction in local service levels in the West Howe of Fife in coming years. How this will impact the future consideration and measurement of this service in relation for Living Well Locally is unclear, and services may come to rely more on home visits alongside virtual consultations, potentially reducing the number of local GP practices.

Survey responses:

- The vast majority of respondents reported driving to access health care services, this is likely due to the nearest GP Practice being in Oakley.
- The predominant mode of transportation to GP/medical centres was by private car, with a minority opting for public transport, and one person reporting the use of a taxi. It is noteworthy that nearly all respondents indicated that access to these centres without a private vehicle would entail travel times exceeding 10 minutes.

“The lack of a reliable bus service means travelling by car.”

– Steelend

“Better bus service or on-line consultations. More accessible appointments at convenient times for public transport” –

Saline

“I’m 20 minutes drive from our GP, if I was unable to drive there would be a big problem, no public transport” – Saline

- There were a lot of responses calling for a doctors surgery or pharmacy facilities in Saline or Steelend, particularly with the new housing which has been built in the area:

“Doctors in our area” – Saline

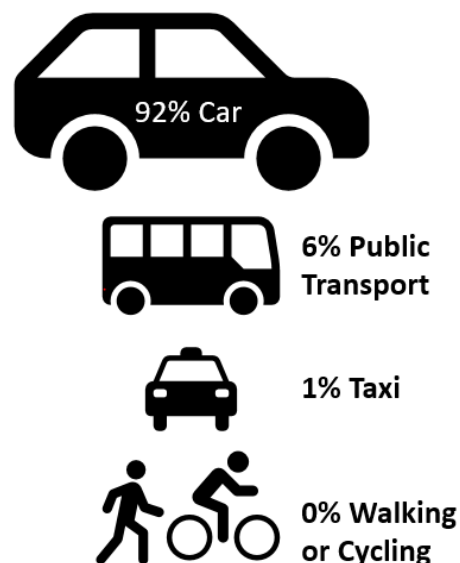
“Have a medical / nursing clinic in the village” – Saline

“We used to have a GP in the village, it would be great to have one again, it’s a nightmare trying to get a GP.” – Saline

“there should be a GP and pharmacy in Saline or Steelend to better serve the population of these two combined, especially with further housing developments being built in Saline” - Saline

- We had mixed responses on how easy it was to get appointments at the GP practice; some comments bemoaned the lack of services in the area whereas a couple of people had no issues with the health service provision’

“Don’t have any problems accessing the health services.” - Saline



PHARMACY

There is no pharmacy in saline or Steelend, the nearest pharmacy is in Oakley 2 miles from Saline and 3 miles from Steelend. This offers a range of health services including a Prescription Locker which provides medicine collection, 24/7, so people can access their prescriptions when convenient for them. The chemist also offers a delivery service.

The hours of operation for the nearest pharmacy in Oakley are:

- Dears Pharmacy & Travel Clinic
 - Monday – Friday 08:30-18:00
 - Saturday - 09:00-13:00

There is a community led proposal for a community pharmacy to be located in Saline – which has recently gained permission from the NHS although Dears in Oakley have since lodged an appeal. challenging the decision.

Pharmacies are important primary health infrastructure for communities, providing not only access to medication but to consultations, referrals and health literacy, relieving pressures on other health services. The Royal Pharmaceutical Society Scotland in their [2021 manifesto](#) stated the potential pharmacies have for outreach and community engagement and their intention to expand the role of pharmacies to include managing common ailments and long-term condition¹s. They also offer weekend access to health services outside of GP hours, increasing access for those who have other responsibilities during the week.

Survey responses:

- The majority of people said that they relied on private vehicles to access pharmacy services and many highlighted the difficulty in accessing this service by either public transport or walking/cycling.

“If I can’t get to Oakley to collect my prescription due to not having the car, or the weather (snow here is an issue) the. I can’t access my prescription at all.” – Saline

“would prefer there was a pharmacy locally that could be walked to in case of any inability to drive” - Saline

- Most people access pharmacy services in Oakley, with Dunfermline emerging as the second most prevalent location.

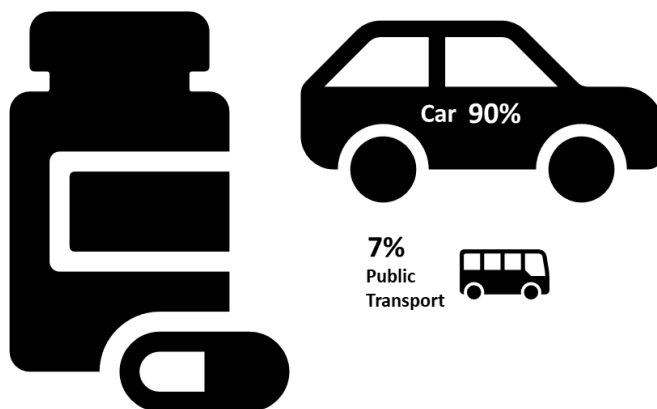
Pharmacy usually use Dunfermline as usually have things in stock and means can do shopping at same time” – Saline

- Lots of comments referenced the proposal for a community pharmacy in Saline or the emphasised the need for local provision in one of the villages.

“Having a community pharmacy as was proposed. This, I feel is essential for some of the elderly in our community.” – Steelend

“Approving the pharmacy application (for a pharmacy in the community centre) would make it possible to walk to collect prescriptions - and as a prescribing pharmacy would also reduce GP visits for minor ailments.” – Saline

“Making them available to us in the village. Pharmacy application is at appeal stage. Would be a great benefit not to get a bus when ill or drive to visit a Pharmacy for basic health care.” - Saline



DENTIST

There is no Dentist in Saline or Steelend. The nearest practice is in neighbouring Oakley. The practice offers both NHS and private dental treatment.

The Oakley Dental Practice hours of operating are:

- Monday – Friday 09:00 – 17:30

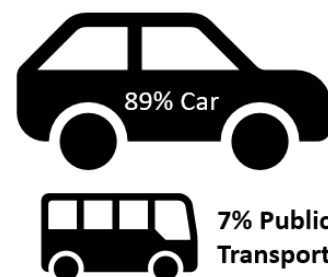
People access dental services in a number of locations. Problems of getting registered with a dentist were raised but this is a national rather than a local issue.

An article from the Journal of Dentistry published in 2013 highlighted that oral health is an important aspect of general health and wellbeing so access to a dentist is as important as access to a GP. Another article published in 2012 outlined that lacking or perceiving to lack access to dental services has been linked to worse oral health outcomes, contributing to longer periods of time between visits, increased oral health issues, and subsequent impacts to the overall nation's oral health. The British Dental Journal published an article in 2019 which raised the fact UK dentistry has been facing issues around stress, burnout and resulting loss of dentists for years, and more recent studies have found that COVID-19 has led to many in the profession considering their future due to restrictions placed on services during the pandemic and the resultant service and personal stresses. According to a 2022 BBC survey of dental practices with NHS contracts, 90% of those in Fife were not accepting new NHS patients.

Survey responses:

- A diverse array of responses was observed regarding the selection of dental practitioners among the survey respondents. The predominant choice was dental practitioners located within the Fife region, particularly in areas such as Oakley, High Valleyfield, and Dunfermline. Nevertheless, a minority of respondents opted for dental services situated in more distant locales, such as Edinburgh and Stirling.
- Most people access dental services by car.
- Two survey respondents indicated that they are compelled to seek dental care from more distant practitioners due to long waiting lists.

Mode of transport to Dentist



*Note missing percentage did not answer

*“GP and Pharmacy in Oakley. Been on the dentist waiting list since moving to Scotland (Saline) in July 2021!!!”
– Saline*

“Dentist currently Edinburgh on waiting list for Dunfermline dentist” – Saline

FINANCIAL SERVICES (POST OFFICE/BANK)

There is no post office or bank in Saline or Steelend, though a mobile post office van visits Saline each week between the hours of 14:30-15:30 on Tuesdays. The Saline convenience store has a paypoint facility. There are ATM facilities and a post office in Oakley which are the nearest facilities.

Research shows that access to in-person banking has declined dramatically over the past few decades, with 53% of (often rural) branches closing or reducing their hours since 2015. Access to online services is being pushed by providers as a replacement, though that risks excluding vulnerable populations and doesn't allow for the social interactions which come from accessing services in person.

Post Offices provide day-to-day personal banking services including transactions for many high street banks, as well as cash services which do not require a bank account. As bank branches continue to close, these services have become more relied on, seeing consistent rises in cash deposits in areas where nearby branches have closed.

Citizen Advice advise access to these services are especially important for those who rely on cash for everyday spending and deposits and are important lifelines for communities, especially for older people and other vulnerable groups. Research conducted by Age UK found that around 1 in 5 of those over 65 rely on cash for their day-to-day spending in the UK, making it especially important that an area like West Fife has sufficient access to financial services, with its above average and growing number of older residents

Survey responses:

- Most people in Saline and Steelend travel to bank/post office services by car. Some people said they predominantly use online services. The only people to say they could access a post office in under 10 minutes live in Saline and said they used the mobile service.
- About half of respondents were aware of the mobile post office in Saline though about a quarter of these specified they didn't use it, or they found it inconvenient to access, with some mentioning it doesn't always show up when it should.
- There was an overwhelming desire from respondents for a post office to return to Saline, however some noted they would continue to use online banking services.

"The village shop is trying its best and hoping to bring back a Post Office - but other than that there are NO local shops and financial services (within walking distance)." – Saline

"If our village had a post office with banking facilities it would save going to Oakley, I know the people who took over The village shop are trying very hard to accommodate everyone." – Saline

"Having a Post Office in Saline and access to a bank machine" – Saline



Under 10 minutes: 4%

Over 10 minutes: 89%

*Note missing percentage did not answer

LIBRARY

Neither Saline nor Steelend have a library but they are visited by a Mobile Library on Thursdays for at least 30 minutes in each area it visits:

- Kinneddar Park, Saline – 13:23-13:55
- West Road, bus terminus Saline – 15:25-15:55
- Upper Kinneddar, Saline - 16:00-16:30

- Main Road, Steelend – 16:40-17:10

The nearest library building is located in Oakley.

Libraries are an important part of communities in Scotland and provide a host of services while being one of the few free to use indoor public spaces. Library use in Scotland has been declining in the last decade, with data from Scottish Government showing from 2011 to 2016 overall library use declined from 61% to 50% of people using a library, though still remains at a higher level than other parts of the UK. In 2016 over three quarters of people considered libraries as important to communities. Those 25-54 were found to have the highest levels of library use, while those over 55 used the library the least.

According to The Chartered Institute of Public Finance and Accountancy, library funding and visits have been directly affected by the impacts imposed by COVID-19. Despite this, the results of the CIPFA Public Library Actuals Survey 2019-2020 detail that Fife was ranked second compared to library services across the UK for number of issues per annum at 114,455.

OnFife, Fife's library service, ran a successful summer reading challenge for children in 2020-22, securing funding in 2020 and has achieved high participation rates. Scotland's Library Strategy 2021-2025 promotes libraries as way to combat issues around digital exclusion and social isolation, having the potential to offer community resources to enable literacy and re and upskilling, particularly in combination with Connecting Scotland programme offering devices to digitally excluded families to enable internet access and literacy.

A report by Arts Council England discussed the evolution of the role of public libraries and how they have expanded to include health and wellbeing spaces promoting mental health, adult education, skills and employability resources, digital literacy and resources, heat-hubs, makers spaces, and overall contributing to community support and cohesion. Staff contributed to responses to COVID-19 in a number of ways which highlight their flexibility, such as delivering food and care packages or providing phone line support services for vulnerable individuals. Despite these strengths and potential there has been a dramatic reduction in funding and volunteer numbers in the last few years, putting strains on already stretched services overly reliant on volunteers.

Survey responses:

- The majority of responses said they did not have access to a library. Those who said yes may be referring to their access via the mobile service.
- Again, most respondents did not use the library. Among those who did, it was unclear whether they referred to the weekly mobile service or the Oakley library.
- Those who answered yes to using a library were predominantly aged 50+.
- There were many comments from the survey from respondents wanting a local library within Saline.

“Permanent library building or in room in community hall.” – Saline

“Having a library” – Saline

- Additionally, many noted the current mobile library was inconvenient to use.

“We have a library bus service in the village but it is infrequent and not at a convenient time” – Saline

“Community Centre needs upgrading, library visits village while I’m at work” -Saline

“No GP, no library apart from the mobile one with is hard to access. No post office, no pharmacy. A local Pub would be nice as well.” - Saline

Use Library



22%



76%

*Note missing percentage did not answer

CARE HOME/SHELTERED HOUSING

There is a nursing home located in the countryside to the south of Steelend - Bandrum Nursing Home. This has accommodations for up to 75 residents. No other care facilities are available in the villages, with the nearest alternative care home facilities being in Dunfermline and Alloa. There are day care facilities available in Dunfermline.

Planning permission has been granted for 24 assisted living units in Saline.

Information from Turas Care Management tool showed that Fife-wide there was a significant and steady increase in the monthly use of care home beds through 2022, consistently up from 2021 occupancy rates. Moreover, population data suggests that the number of over 65s in Fife is expected to rise significantly over the next 20 years.

Studies have shown the area within 500 metres of older people’s residences has a much higher impact in influencing older people’s travel behaviours, particularly access to safe and attractive active travel routes to parks and shops, than is seen in younger adult groups.

Survey responses:

- Most respondents believed that there were limited local options for care homes or sheltered housing.
- Some respondents acknowledged the existence of Bandrum Nursing Home, located in the southern countryside, but expressed reservations about its accessibility, especially without a car.
- Respondents highlighted the impracticality of reaching Bandrum Nursing Home on foot due to safety issues along the route, lack of public transportation, and its isolation from regular bus services.

- A former staff member noted the difficulties experienced by employees who relied on fellow staff and friends for transportation, emphasizing the potential impact on elderly residents and their ability to receive visitors.

“speaking as a previous staff member- I had to rely on lifts from fellow staff and friends. This is very frustrating when you consider the elderly population in the care home who may have other elders who no longer drive to visit.” – Saline

One respondent noted their disabled daughter uses a ‘Day Care’ facility, however as none are available local, they use one in Dunfermline. Transport to this facility is done by car as there are no suitable bus times.

DESIRABLE SERVICES

CULTURAL AND LEISURE FACILITIES

There is a bar and café at Saline Golf Club and a bar at the Steelend Miners Welfare Club. Cafés can be found in the surrounding area at Saline Shaw Farm shop, the Shieldbank Coffee Shop or Oakley. The church holds coffee mornings once a week.

Q’Zine at the Clubhouse (Saline Golf Course) is open all year round to both members and the public, with the following hours of operation:

- Monday – Closed
- Tuesday 11:00-14:30
- Wednesday 11:00-14:30
- Thursday 11:00-20:00
- Friday 11:00-14:30
- Saturday 11:00-16:00
- Sunday 12:00-16:00

There is a local heritage society which has a monthly programme of speakers and there are highland dancing classes both held in the church hall.

Survey responses:

- The majority anticipated travel times to leisure and cultural activities exceeding 10 minutes and most people travelled to these activities by car.
- In both villages, a minority of people chose to walk and most of these lived in the eastern half of Saline, while the western half of the village predominantly used cars for travel.
- A few respondents utilized taxis or public transport particularly to access pubs/bars.
- Several responses emphasized the limited choices of facilities, with the golf club bar and miners club being the primary options.

“The pub in the golf club is the only pub in the village- it is essential that another is opened with restaurant facilities. The Shieldbank coffee shop is too far a walk for many. living in Saline can feel extremely isolating as all these facilities are out of reach.” - Saline

“It would be nice to have a pub in Saline again, a coffee shop (not in the Church hall) would be a great place to relax and meet friends” – Saline

“We need a community cafe in Saline, perhaps in a revamped community centre. There are nice cafes but they are out in the countryside and accessible only by car.” - Steelend

LOCAL CENTRE WITH RANGE OF SHOPS

There is no local centre with range of shops in Saline or Steelend. There is a local centre in Oakley with a small range of shops. Alternatively, the nearest place with a concentration of shops and attractions is Dunfermline.

Survey responses:

- There was one comment from a respondent indicating a desire for more shopping options locally

“Local pharmacy and post office would help as would better bus service and shopping options” - Saline

FURTHER EDUCATION FACILITIES

The nearest further education facilities are in Dunfermline (Fife College), Rosyth (Fife College), or Alloa (Forth Valley College).

HAIRDRESSER

The nearest hairdresser is in Oakley, although there are likely to be mobile hairdressers which work in the area.

EV CHARGING FACILITIES

There is no provision within the area, the nearest being in Dunfermline or Kincardine.

COMMUNITY GROWING OPPORTUNITIES

There are community led proposals for a community garden/outdoor classroom opposite Saline Community Store. There are no community growing opportunities in Steelend.

RAIL STATION

The nearest rail station is in Dunfermline – Dunfermline City Station located within the city centre, adjacent from Dunfermline Public Park. One person said that they use the train to get to work in Edinburgh but they have to drive to get to the station in Dunfermline.

APPENDIX 2: ISOCHRONES - WALKING DISTANCES WITHIN SALINE AND STEELEND

Isochrones are used to display travel time from a point. Below are isochrones generated from a central point within each settlement using data provided by Parish.com. They display how far a person can reasonably be expected to walk in 5 (green), 10 (yellow), and 20 (red) minutes based on an average adult walking pace.

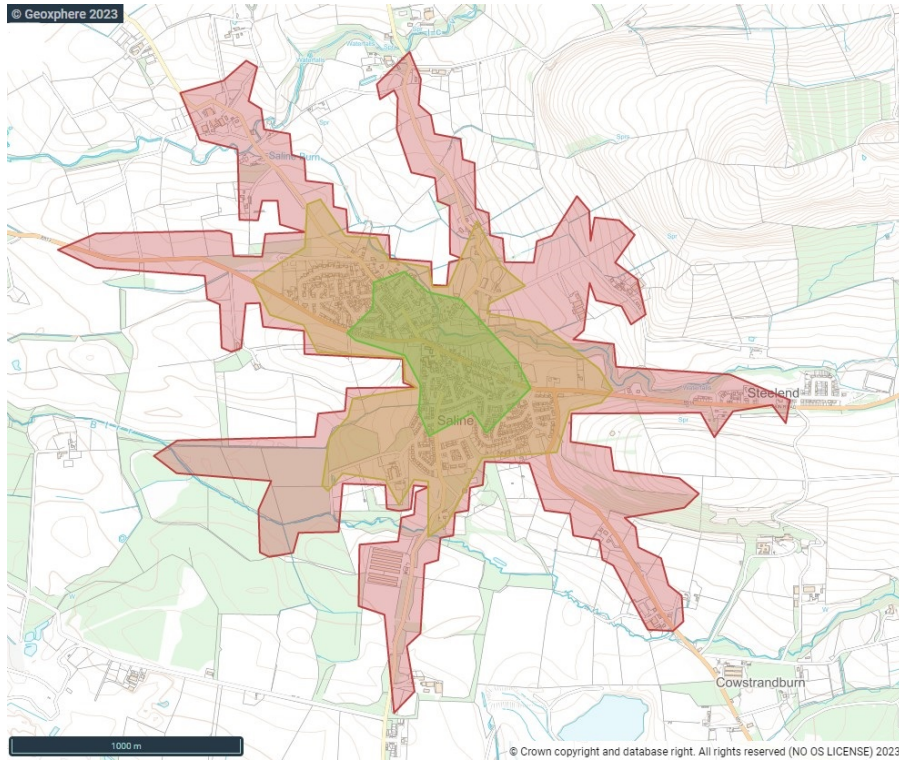


Figure A2-1 Walking distance from Saline Convenience Store

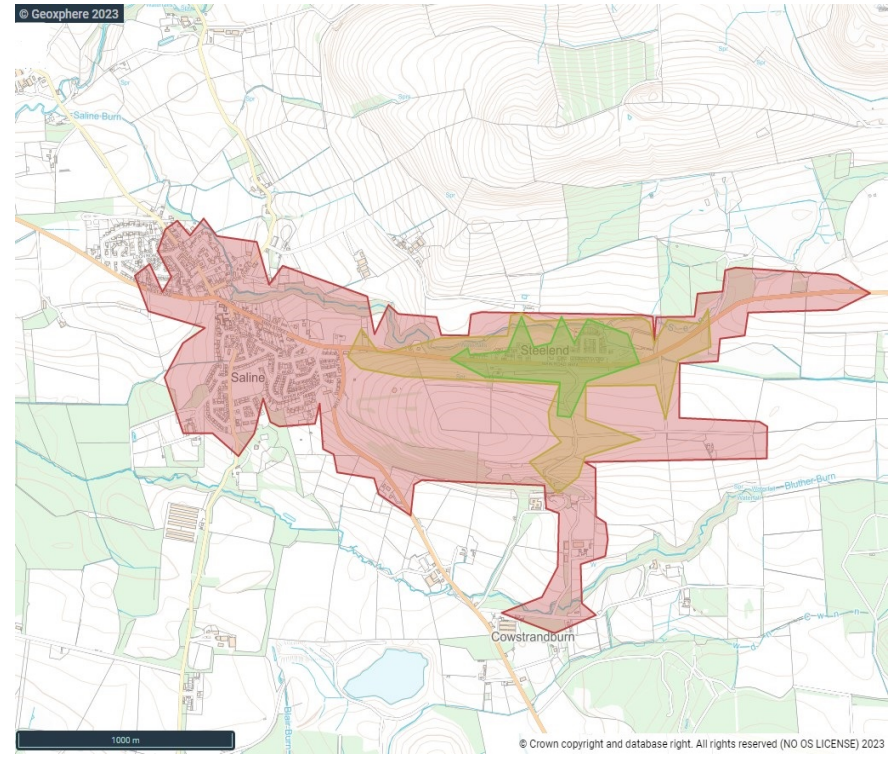


Figure A2-2 Walking distance from Steelend Miner's Club

APPENDIX 3: SURVEY OF KEY WALKING AND CYCLING ROUTES

We carried out a survey of key walking routes through and around Saline and Steelend. Routes were walked in person in February 2023, on a dry day. Routes within settlements were walked for their entire length, while routes between settlements were walked for a about a quarter of their distance from either end and completed by visual survey and Google Street View.

Route Quality Checklist: Saline to Carnock	Yes	No	Comments
Is the route well lit?		x	
Is the route attractive/interesting?	X		
Are there shelters/places to rest?		X	
Is the route accessible? (ramps, curb cuts, steps, railings where needed)		X	
Are there no barriers to access? (busy roads, railways, rivers, steep slopes)		X	
Does the route connect to other routes?		X	
Is there signage?		X	
Are there bike racks, water fountains, or lockers to encourage active travel at destinations?	?	?	
Are there pavements throughout the route, separating walkers from vehicles?		X	
Is the route shaded?		X	
Are paths direct to services and transport? (do they encourage or discourage walking/wheeling?)		X	discourage
Are there pavements along both sides (one side?)		X	No pavements
Are pavements wide enough for safe use by all, including passing others and wheelchair users?		X	
Are pavements well maintained?		X	
Are routes clear of cluttering street furniture limiting use, especially for those with disabilities?	X		
Is there cycle infrastructure along the route?		X	

For longer routes between settlements:		
What is the distance and the quality of the route for walking and cycling (how safe would it feel?)	>1km	Far and no pavements at all

Route Quality Checklist: B914	Yes	No	Comments
Is the route well lit?	X		
Is the route attractive/interesting?		X	along busy road
Are there shelters/places to rest?	X		some benches, old
Is the route accessible? (ramps, curb cuts, steps, railings where needed)	X		
Are there no barriers to access? (busy roads, railways, rivers, steep slopes)		X	Steep long hill in Saline
Does the route connect to other routes?	X		Links most routes in area
Is there signage?	X		signs to glen path
Are there bike racks, water fountains, or lockers to encourage active travel at destinations?		X	
Are there pavements throughout the route, separating walkers from vehicles?	X		
Is the route shaded?	X		In places
Are paths direct to services and transport? (do they encourage or discourage walking/wheeling?)	X		
Are there pavements along both sides (one side?)	X		To a point - going east ends at golf club
Are pavements wide enough for safe use by all, including passing others and wheelchair users?	X		
Are pavements well maintained?	X		
Are routes clear of cluttering street furniture limiting use, especially for those with disabilities?	X		
Is there cycle infrastructure along the route?		x	

Public Transport		
Are bus stops/train stations conveniently located for access to houses and services by walking or biking?	X	
Are bus stops/train stations comfortable and provide shelter day and night?	X	some with shelters
Are stops clear of barriers (steps, street furniture, etc.) to accessing public transport?	X	
Is there enough space provided for buses to pull up to pavement for those with disabilities?	x	

Route Quality Checklist: Saline, Bridge St	Yes	No	Comments
Is the route well lit?	X		
Is the route attractive/interesting?	X		Nice building, old bridge ad hillside views
Are there shelters/places to rest?			
Is the route accessible? (ramps, curb cuts, steps, railings where needed)		X	steep slopes/high curbs
Are there no barriers to access? (busy roads, railways, rivers, steep slopes)	X		
Does the route connect to other routes?	x		
Is there signage?		X	
Are there bike racks, water fountains, or lockers to encourage active travel at destinations?		x	
Are there pavements throughout the route, separating walkers from vehicles?	X		though narrow
Is the route shaded?		X	
Are paths direct to services and transport? (do they encourage or discourage walking/wheeling?)	X		within the village and link to main street with bus and shop
Are there pavements along both sides (one side?)	X		
Are pavements wide enough for safe use by all, including passing others and wheelchair users?		x	
Are pavements well maintained?	X		
Are routes clear of cluttering street furniture limiting use, especially for those with disabilities?	X		although the bridge curbs are high
Is there cycle infrastructure along the route?		x	

Route Quality Checklist: Saline Glen	Yes	No	Comments
Is the route well lit?		X	
Is the route attractive/interesting?	X		through forest and by burn, varied elevations and route
Are there shelters/places to rest?		X	1 bench near Saline
Is the route accessible? (ramps, curb cuts, steps, railings where needed)		X	narrow, muddy, slopes
Are there no barriers to access? (busy roads, railways, rivers, steep slopes)			
Does the route connect to other routes?	X		to B914
Is there signage?	X		In places - at end of Steelend and centre of Saline - but little on route leading to confusion
Are there bike racks, water fountains, or lockers to encourage active travel at destinations?		X	
Are there pavements throughout the route, separating walkers from vehicles?	X		
Is the route shaded?	X		
Are paths direct to services and transport? (do they encourage or discourage walking/wheeling?)		x	winding route
Are there pavements along both sides (one side?)			forest
Are pavements wide enough for safe use by all, including passing others and wheelchair users?		X	
Are pavements well maintained?		X	
Are routes clear of cluttering street furniture limiting use, especially for those with disabilities?		X	fallen trees in places
Is there cycle infrastructure along the route?		X	

Route Quality Checklist: Saline, North Road	Yes	No	Comments
Is the route well lit?	X		
Is the route attractive/interesting?	X		
Are there shelters/places to rest?		x	Some places to rest/benches
Is the route accessible? (ramps, lowered curbs, steps, railings where needed)	X		mostly, though some narrow sections and missing lowered curbs
Are there no barriers to access? (busy roads, railways, rivers, steep slopes)		x	
Does the route connect to other routes?	X		to Bridge st and B914
Is there signage?		X	
Are there bike racks, water fountains, or lockers to encourage active travel at destinations?		X	
Are there pavements throughout the route, separating walkers from vehicles?	X		
Is the route shaded?		x	
Are paths direct to services and transport? (do they encourage or discourage walking/wheeling?)	X		To the primary school and park
Are there pavements along both sides (one side?)	X		
Are pavements wide enough for safe use by all, including passing others and wheelchair users?	X		very good condition
Are pavements well maintained?	X		
Are routes clear of cluttering street furniture limiting use, especially for those with disabilities?	X		
Is there cycle infrastructure along the route?		X	

Public Transport

Are bus stops/train stations conveniently located for access to houses and services by walking or biking?		X	
Are bus stops/train stations comfortable and provide shelter day and night?		X	
Are stops clear of barriers (steps, street furniture, etc.) to accessing public transport?	X		
Is there enough space provided for buses to pull up to pavement for those with disabilities?		x	

APPENDIX 4: FOOD PRICES AT LOCAL CONVENIENCE STORES

Below are prices for basic goods available at Saline Convenience Store. The list of goods was determined by researchers considering the most commonly used items alongside what was most likely to be available across supermarkets and convenience stores. Prices were obtained by in-person survey during October 2022. As there is not another shop in the case study area we have compared the prices with those collected from convenience stores in the West Howe case study area in November 2022. We have indicated where the Saline Store has the highest or lowest price of those collected.

Food Prices		Price (£)	Lowest		Highest								
Settlement	Store	S-Skimmed Milk 1L	White bread	6 eggs	1kg potatoes	1 Banana	Pack of bacon (per 100g)	250g butter	Orange juice 1L	Digestives	1KG sugar	Paracetamol	Pack of 4 Toilet Rolls
Saline & Steelend	Saline convenience Store	£1.79	£1.35	£1.70	£1.69	N/A	£1	£2.35	£1	£1.59	£0.99	£0.79	£1.29
Freuchie	SPAR	£1.39	£1.00	£1.00	£0.79	£0.24	£1.00	£2.59	£1.59	£0.95	£0.95	£1.00	£1.50
Strathmiglo	McColl's	£1.60	£1.55	N/A	£0.83	£0.25	£0.89	£2.25	N/A	£1.59	N/A	£0.75	£1.39
Falkland	Premier	£1.29	£1.45	£1.89	£1.10	£0.30	£1.29	£2.89	£1.19	£1.59	£1.29	£1.49	N/A