

Due to Scottish Government guidance relating to Covid-19 this meeting will be held remotely.

Thursday, 8 April, 2021 - 10.00 a.m.

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AGENDA

	<u>Page Nos.</u>
<b>1. APOLOGIES FOR ABSENCE</b>	
<b>2. DECLARATIONS OF INTEREST</b> – In terms of Section 5 of the Code of Conduct, members of the Committee are asked to declare any interest in particular items on the agenda and the nature of the interest(s) at this stage.	
<b>3. MINUTE</b> – Minute of the meeting of Economy, Tourism, Strategic Planning and Transportation Sub Committee of 4 <sup>th</sup> February 2021.	3 - 5
<b>4. AREA PLACE MAKING AND PARKING TRIAL FINAL REPORT</b> – Joint Report by the Head of Assets, Transportation and Environment and the Head of Business and Employability	6 - 17
<b>5. BUS PARTNERSHIP FUND</b> – Report by the Head of Assets, Transportation and Environment	18 - 20
<b>6. LOCAL TRANSPORT STRATEGY FOR FIFE</b> – Report by the Head of Assets, Transportation and Environment	21 - 24
<b>7. SUPPORT FOR VOLUNTARY ORGANISATIONS</b> – Report by the Head of Business and Employability	25 - 32
<b>8. FIFE ROAD CASUALTY STATISTICS 2020</b> – Report by the Head of Assets, Transportation and Environment	33 - 45
<b>9. ECONOMY TOURISM STRATEGIC PLANNING AND TRANSPORTATION FORWARD WORK PROGRAMME</b>	46 - 47

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

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1 April, 2021

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**THE FIFE COUNCIL - ECONOMY TOURISM STRATEGIC PLANNING AND  
TRANSPORTATION SUB-COMMITTEE – REMOTE MEETING**

4th February, 2021

10.00 am – 10.45 am

**PRESENT:** Councillors Altany Craik (Convener), John Beare, Ian Cameron, Bill Connor, Sharon Green-Wilson, Jean Hall-Muir, Jane Ann Liston, Mino Manekshaw, Ross Paterson, David J Ross, Alistair Suttie, Ann Verner and Jan Wincott.

**ATTENDING:** Keith Winter, Executive Director - Enterprise and Environment; Ken Gourlay, Head of Assets, Transportation and Environment; Pam Ewen, Head of Planning, Alastair Hamilton, Service Manager - Development Management, Gordon Mole, Head of Business and Employability, Economy, Planning & Employability Services; Jackie Johnstone, Accountant, Finance and Corporate Services; and Lesley Robb, Lead Officer (Committee Services), Legal & Democratic Services.

**APOLOGY FOR  
ABSENCE:** Councillor Dave Coleman.

**URGENT BUSINESS BEING BROUGHT FORWARD BY THE CONVENER**

The Convener advised of an additional item which he had agreed to take as urgent business in terms of Standing Order No. 3.8, relating to COVID-19 Response Activity, providing an update on the work of Officers in relation to the ongoing situation surrounding the pandemic.

**153. DECLARATIONS OF INTEREST**

**Decision**

No declarations were made in terms of Standing Order No. 7.1.

**154. MINUTE**

The Sub-Committee considered the minute of the meeting of the Economy, Tourism, Strategic Planning and Transportation Sub-Committee meeting of 10th December 2020.

**Decision**

The Sub-Committee approved the minute.

**155./**

**155. URGENT ITEM – COVID-19 RESPONSE ACTIVITY**

The Head of Business and Employability provided the Sub-Committee with a verbal update on recent activity by officers in relation to the response to the COVID-19 pandemic.

The update included an overview on the support provided to local businesses including the administering of various grants and support payments to businesses, as a result of the recent Scottish Government restrictions imposed due to the current pandemic.

The Sub-Committee Members was also provided with up to date figures on the unemployment rate for Fife and those claiming out of work benefits, with a brief outline of the work being undertaken to support jobseekers.

**Decision**

The Sub-Committee noted:

- (1) the update provided; and
- (2) that Members would shortly be provided with a briefing note including up to date statistics on the recent work carried out by officers.

**156. PLANNING PERFORMANCE FRAMEWORK 9 (2019-2020): MINISTER'S FEEDBACK**

The Sub-Committee considered a report by the Head of Planning briefing members on the performance of the Planning Authority, as set out in the Planning Performance Framework (PPF9) over the period 2019-20 and the feedback received from the Scottish Government.

**Decision**

The Sub-Committee:-

- (1) scrutinised the performance of the Planning Authority as set out in the Planning Performance Framework 9; and
- (2) acknowledged progress on that performance.

**157. 2020/21 REVENUE MONITORING PROJECTED OUTTURN**

The Sub-Committee considered a joint report by the Executive Director, Finance and Corporate Services and the Executive Director, Enterprise and Environment providing members with an update on the projected outturn financial position, as at October for the 2020/21 financial year, for the areas in scope of the Economy, Tourism, Strategic Planning and Transportation Sub-Committee.

**Decision/**

**Decision**

The Sub-Committee considered and noted the current financial performance and activity as detailed in the report.

**158. 2020/21 CAPITAL MONITORING PROJECTED OUTTURN - ENTERPRISE AND ENVIRONMENT DIRECTORATE**

The Sub-Committee considered a joint report by the Executive Director, Finance and Corporate Services and the Executive Director, Enterprise and Environment providing an update on the Capital Investment Plan and advising on the projected financial position, as at October, for the 2020/21 financial year for areas in scope of the Economy, Tourism, Strategic Planning and Transportation Sub-Committee.

**Decision**

The Sub-Committee considered and noted the current performance and activity across the 2020/21 financial monitoring, as detailed in the report.

**159. ECONOMY TOURISM STRATEGIC PLANNING AND TRANSPORTATION SUB-COMMITTEE FORWARD WORK PROGRAMME**

**Decision**

The Sub-Committee:-

- (1) noted the forward work programme for the Economy, Tourism, Strategic Planning and Transportation Sub-Committee; and
- (2) agreed to contact the Convener to discuss any items of business they would like added to the forward work programme.

8th April 2021

Agenda Item No. 04

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## Area Placemaking and Car Parking Trial – Final Report

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Report by: Ken Gourlay, Head of Assets, Transportation and Environment,  
Gordon Mole, Head of Business & Employability

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Wards Affected: All

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### Purpose

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The purpose of this report is to report the findings of the Area Placemaking and Car Parking Trial in Kirkcaldy Area.

### Recommendation(s)

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It is recommended that Committee:

- (i) note the findings of the Area Placemaking and Car Parking Options Trial in Kirkcaldy Area, which identified Placemaking as the key factor in town centre regeneration;
- (ii) agree that the next phase of placemaking will focus on the delivery of Town Centre Strategies with Area Committees;
- (iii) agree that the Parking Pilot is now concluded; and
- (iv) note Area Committees will be key stakeholders in the development of the new Local Transport Strategy for Fife and subsequent Area Transport Plans will be aligned with the local Town Centre Strategies.

### Resource Implications

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The Kirkcaldy Placemaking Outcomes detailed in Appendix 2, including the Waterfront road project currently under construction, are being delivered through existing resources and funding secured from the Scottish Government's Town Centre Capital Grant Fund and the Coastal Community Fund.

The Car Parking Account is currently projecting a net under recovery of income of £2.001m. This is due to the impact of Covid-19 and the reduction in demand. Demand was not expected to increase much for the foreseeable future, however the recent introduction of a further suspension in parking charges due to the lockdown by the Scottish Government will impact further on this predicted budget shortfall.

## Legal & Risk Implications

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The Covid pandemic has changed the way people currently travel, access and utilise towns and facilities. The financial implications of this are being monitored but the full extent of the impact can only be determined over time. It must be borne in mind that all the proposals and financial considerations within the car parking element of the review were based on pre-Covid data and information and it is probable that the impacts to Fife and its main town centres is likely to change in the short to medium term post-Covid.

## Impact Assessment

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An EqIA has not been completed as this report does not propose a change or revision to existing policies and practices at this time.

## Consultation

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Engagement and consultation were undertaken in relation to the Area Placemaking and Car Parking Trial, including public, stakeholder and member consultation and workshops within the Kirkcaldy Area.

Roads & Transportation Services, Business and Employability, Finance, and Communities and Neighbourhoods were consulted in the development of this report.

# 1.0 Background

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## 1.1 Kirkcaldy Pilot

1.1.1 At the Economy, Tourism, Strategic Planning and Transportation Committee on 15<sup>th</sup> November 2018 (Para 60 of 2018.E.T.S.P&T.27) it was agreed that:

*“Kirkcaldy be used as a pilot area to carry out an Area Placemaking and Car Parking Options Review, and that a final report on the review be brought back to the Committee for consideration, including consideration of future governance arrangement, financial protocols and resource requirements for Fife-wide use.”*

1.1.2 *Placemaking* in its simplest form is about creating places for people. Places where people want to live, work, learn, visit, spend time in, promote and invest. Approaches to placemaking are rooted in a holistic multi-faceted and multi-disciplinary asset-based approach with communication, collaboration and co-ordination between stakeholders to achieve consensus on a shared vision for place with action plans delivered through revenue, capital and community based projects to maximise resources and create opportunities to support socio-economic regeneration.

1.1.3 The *Place Principle* adopted by COSLA in April 2019 promotes a shared understanding of place and the need to take a more collaborative approach to a place's services and assets to achieve better outcomes for people and communities. The principle encourages and enables local flexibility to respond to issues and circumstances in different places.

1.1.4 The *Place Standard tool* provides a simple framework to structure conversations about place and allows people to think about the physical elements of place as well as the social aspects. The tool allows people to consider all elements of place in a methodical way, pinpointing the assets of a place as well as areas where the place could improve. The place standard tool was used in the area placemaking and car parking pilot.

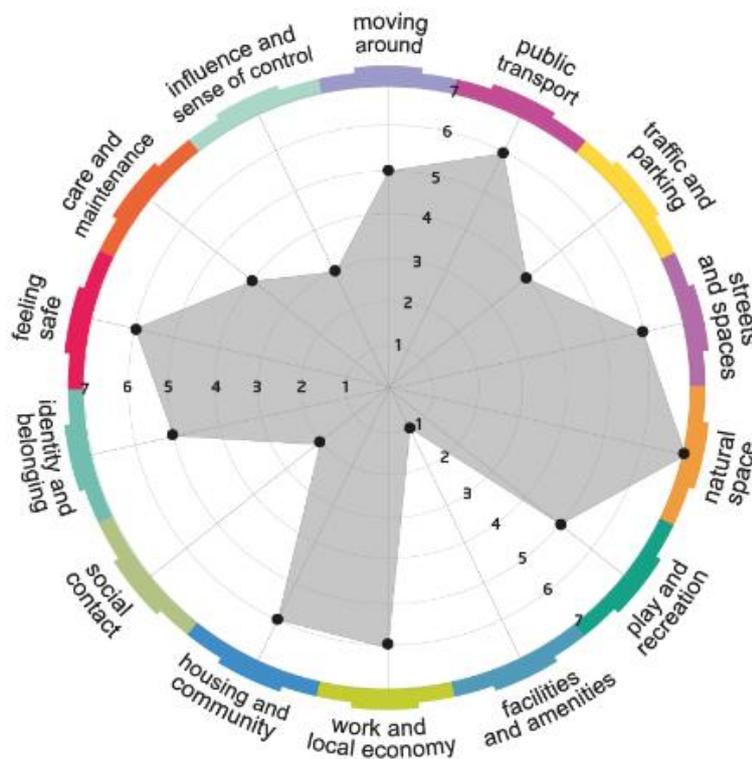


Diagram 1: Example of place standard tool 14 standard themes plotted diagram

1.1.5 The Plan 4 Kirkcaldy Area, approved June 2019, was developed through engagement, discussion and agreement with the community, public, private and third sectors and helped to create a shared vision for the Kirkcaldy area including the town centre under the Thriving Places theme.

1.1.6 Due to the complex nature of car park provision and the inter-dependencies, the pilot approved for Kirkcaldy was to explore placemaking and allow devolved parking decisions to be tested, helping to identify the opportunities and challenges it presents.

1.1.7 Engagement between officers and members of the Kirkcaldy Area Committee started on 3 April 2019 with the Area Community Manager chairing discussions to facilitate

coordination of service input and ensure an Area led approach. This helped ensure discussions around car parking were aligned with the broader placemaking work.

- 1.1.8 Prior to this initial meeting, a full financial assessment of the Kirkcaldy area sub-element of the Fife Parking Account was undertaken by Finance. This assessment, which was based on financial year 2017/18, confirmed that Kirkcaldy Area had an overall net deficit of £66,317.
- 1.1.9 Members were keen to focus on regenerating the town centre and consider car parking as part of the wider placemaking context including sustainable travel and moving towards a carbon neutral agenda. Members were made aware of the requirement within the trial to maintain or improve the net financial position of the Fife car parking account and Kirkcaldy's role in this. This required any costs associated with new initiatives to be offset by savings, new revenue generation or budget allocation. Balancing the aspirations for devolved car parking and placemaking relative to budget impact proved to be challenging.
- 1.1.10 Feedback from the place-standard consultation and conversations around town centre development with community planning partners was considered alongside the emerging car parking occupancy trend and provision in Kirkcaldy. Unsurprisingly, feedback indicated that there is some consumer demand for widescale free parking in the town centre, however this cannot be achieved given the costs involved to provide and operate an effective parking provision and in moving towards encouraging sustainable low carbon options.
- 1.1.11 Significant staff resources were invested by multiple services to pull together baseline data and support elected member engagement and workshops alongside community and stakeholder engagement.
- 1.1.12 On 20 October 2020, a final report on the Placemaking and Car Parking Pilot, which summarised the local preferences from the pilot, was presented to the Kirkcaldy Area Committee (para 230 of 2020 KAC 100 refers). The initiatives, with cost implications, are summarised in Appendix 1. It should be noted that most of the options cannot be progressed until funding is identified and the potential savings options agreed to balance the budget.
- 1.1.13 In recent years, Kirkcaldy Town Centre has experienced historic retail decline, the continuing loss of established high street brands has had a profound effect on the town centre. This has created large retail space voids and it is widely accepted that there is an oversupply of retail space.
- 1.1.14 The emerging town centre strategy focuses on its evolution to provide and promote a multi-purpose experiential offer which is more than retail. It encompasses town centre living, leisure and active leisure, learning, culture, heritage, space for enterprise and entrepreneurship, greenspace, health, wellbeing and sustainability.
- 1.1.15 Income to the car parking account has significantly reduced through the impact of Covid restrictions, such as closure of non-essential shops and services, which resulted in reduced demand for parking within the town centre
- 1.1.16 In terms of Placemaking, local businesses and communities have endeavoured to transform to include online options to support the local first approach which has

helped to foster an appreciation for local shops and a wider community appreciation of the importance of local businesses to the local economy.

1.1.17 During the pilot, it became clear that the key driver for town centres is the development of a Town Centre Strategy and a sound placemaking approach to deliver results and support economic and social regeneration.

## **1.2 Placemaking Community Engagement**

- 1.2.1 A multi-service placemaking group was established in 2019 with the aim of developing new approaches to place-based revenue and capital projects with stakeholders and external partners. This included consideration of previous consultations, including the Plan 4 Kirkcaldy area and the 2015 Kirkcaldy Town Centre Design and Development Framework (current but to be refreshed as part of the emerging town centre strategy).
- 1.2.2 During late 2019, 165 people took part in the Kirkcaldy online place standard consultation and workshops. This has provided an indication of people's perceptions of the town centre and identified the areas where the community perceive a need for improvement and where the town is perceived to perform well.
- 1.2.3 Ongoing placemaking activity is enabling the town centre to develop a broader range of functions and experiences to support socio-economic development across themes of enterprise, living, learning, heritage, culture, leisure, health and wellbeing.
- 1.2.4 The placemaking work in Kirkcaldy provides a golden thread linking local aspirations and ideas to desired outcomes within the area and strategic priorities identified within the Plan 4 Fife, Plan 4 Kirkcaldy Area and the Mid Fife Economic Action Plan. It provides a focus for services to work collaboratively towards a common goal, driven by the "interest of place".
- 1.2.5 The placemaking consultation work enabled the community to provide ideas for exploration. Some of the themes developed have fed into initiatives some of which are listed in Appendix 2.
- 1.2.6 In March 2020, Kirkcaldy 4 All the Business Improvement District company (BID) within the town centre ceased trading after deciding not to re-ballot their members for a third 5-year term. This BID company was a key stakeholder within the town centre, supporting and representing the business community in placemaking discussions and activity.
- 1.2.7 In January 2020, in advance of the BID company ceasing to operate, community led discussions occurred about forming a community interest company (CIC) to support town businesses, town centre users and the wider community. Work began on the Love Oor Langtoun (LOLT) in March 2020, hosted and mentored by Greener Kirkcaldy.
- 1.2.8 In May 2020, LOLT supported by Greener Kirkcaldy and Fife Council launched the town centre online marketplace ShopAppy Kirkcaldy making Kirkcaldy the first town in Scotland to adopt the platform with partner Visa. Circa 50 businesses have been supported to pivot their business model and remain connected to customers through a collective town centre multi-vendor one-checkout online offer, encouraging people to "click local first" and to enjoy the "High Street at home" 24/7/365.

- 1.2.9 Love Oor Langtoun supported by Fife Council has attracted external grant funding into the town and launched 7 promotional videos. As we emerge out of lockdown one is entitled "Kirkcaldy Is Open". LOLT has developed community and business conversations and events on the future of the town centre, a supportive informative website for town centre businesses and town centre users, a town centre business e-newsletter and various promotional campaigns.
- 1.2.10 Love Oor Langtoun officially formed as a Community Interest Company in August 2020 and has become an important stakeholder in placemaking approaches to town centre regeneration.

### **1.3 Car Parking – Area Trial Funding**

- 1.3.1 On 21<sup>st</sup> February 2019, the Council approved the revenue budget for 2019/20 which included £100,000 split between Area Committees with members of the Area Committees tasked with proposing new parking initiatives led by the Area Community Managers and supported by Roads & Transportation Services.
- 1.3.2 In 2019/20 and 2020/21 this funding has been used in Kirkcaldy to provide a small number of initiatives including: free parking days; removing Sunday charges; support funding for events within car parks; reduced-price season tickets and a small amount of car parking improvements.
- 1.3.3 Whilst the local initiatives are well meaning in terms of supporting town centre areas, such initiatives in isolation are not financially sustainable in the long-term. Further, the demand on officer time in dealing with such a small budget (£100,000) proved challenging.

## **2.0 Issues and Options**

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### **2.1 Covid Pandemic**

- 2.1.1 From 9<sup>th</sup> April 2020 to 3<sup>rd</sup> August 2020, parking charges and restrictions were suspended across Fife in response to the Covid pandemic. As the country moved into Phase 3 of the Scottish Government's Route Map, parking demand increased, and charges were reintroduced from 3<sup>rd</sup> August to properly manage parking throughout Fife including the Kirkcaldy Area.
- 2.1.2 The pandemic has proved challenging for both national and independent businesses throughout Fife. Business Support Fund grants for eligible properties were delivered through Fife Council, with a higher level of support for eligible retail, hospitality and leisure businesses. However, continued lower footfall and further restrictions on trading will continue to have a short-term impact on business viability.
- 2.1.3 It should be noted that the Covid pandemic has had a significant impact on the levels of income and expenditure for the Council and the management of car parking. The full extent of the financial impact is still being determined and the timescale to return to normal pre-Covid conditions is still uncertain as is the likely economic impact to communities and businesses.

- 2.1.4 To support Fife, including Kirkcaldy, with economic recovery from the effects of Covid-19 in February 2021 a report detailing “Leading Economic Recovery: a 6 point action plan for Fife” was presented to the Fife Partnership and was considered by Policy and Co-ordination Committee and agreed on the 4<sup>th</sup> March 2021 (para 275 of 2021 PC 138 refers). The focus of this report is to lead Fife’s immediate response to economic recovery, and it will be informed by the update of the wider Fife Economic strategy in 2022.
- 2.1.5 To support People and Place at local level the Central Leadership Team agreed in December 2020 to a People and Place Leadership model and approach across each of the seven committee areas including Kirkcaldy area. This supports a more streamlined approach at the local level and will be more efficient and effective in meeting local and strategic priorities and in setting agendas that will deliver change across Kirkcaldy area and within Kirkcaldy Town Centre supporting the development and delivery of the emerging town centre strategy.

## **2.2 Placemaking - Findings**

- 2.2.1 The primary benefit in adopting a placemaking approach has been the engagement of the community at large whether that be residents, businesses or visitors to the town centre. Through a variety of means the community are encouraged to think about what works and what needs to be improved to create a sustainable, resilient and vibrant town centre, which acts as a social and economic hub at the heart of the community. There is a need to re-imagine the town centre function which in the recent past has predominately focused on retail, with big brands providing the main draw for visitors throughout the 1970s, 1980s & 1990s.
- 2.2.2 However, as technology has developed, and consumer demand and behaviours change, and business models adapt to respond, big brand bricks and mortar retail has contracted, leaving large voids throughout the town centre affecting the look and feel of the town centre environment impacting on internal pride of place and external perceptions.
- 2.2.3 Placemaking is a holistic approach focused around the ‘best interested of place’ rather than individual policies and ‘silo’ based practice. The approach is multi-disciplinary in nature and includes considering active and latent natural, physical and social assets which can be developed through revenue, capital and community-based projects to create distinction of place and vibrant mixed inclusive local economies.
- 2.2.4 In Kirkcaldy town centre experiential independent retail and services continues to develop with 10 independent businesses opening since March 2020. Therefore, developing and supporting town centre enterprise (across all sectors) giving prominence to heritage, developing leisure, culture and mixed type and tenure town centre living opportunities as well embedding health and wellbeing (e.g. via active travel) and addressing and improving the environment and creating digital infrastructure is key as part of the placemaking approach in collaboratively developing the town centre strategy. Several such projects have been developed and delivered as detailed in Appendix 2 with more continuing to be developed via community and stakeholder engagement and co-production.

- 2.2.5 Challenges have included ensuring understanding of the placemaking approach across Fife Council and other organisations encouraging a move away from service led to place led work and securing place focussed resources and approaches.
- 2.2.6 In November 2020, Kirkcaldy Area Committee approved a motion to appoint a dedicated town centre development officer for a 24-month period to pull together and develop the strands and partnerships to deliver town centre development using place making principles and approaches. This appointment will help build upon the place making platform that has been established during this trial.
- 2.2.7 In February 2020 the Scottish Government published A New Future for Scotland Town Centres report. This report was the result of work conducted by the town centre action plan review group chaired by Professor Leigh Sparks.
- 2.2.8 The review group were tasked with reviewing the national Town Centre Action Plan 2013 and exploring the concepts of community wealth building and 20-minute neighbourhoods. The report was clear that town centres can help deliver local, regional and national aspirations but that there is no “cookie cutter” approach to town centre development and localised placemaking is a key approach to encourage localism, empower communities and ensure the maximisation of resources to support better local outcomes. The report is an important step in helping to highlight and create the legislative, policy and funding frameworks to support town centre regeneration through placemaking in practice.

### **2.3 Kirkcaldy Area Car Parking Trial - Findings**

- 2.3.1 Managing the car parking element of the trial in Kirkcaldy presented a significant challenge as no additional resources were available to undertake this workload. Analysis, monitoring, consultations and reporting placed a significant strain on resources which wouldn't be sustainable long-term and couldn't be replicated across all seven Areas, unless budget and staff growth was permitted.
- 2.3.2 Arising from the trial, the following are some of the key findings in assessing the suitability of devolved parking throughout Fife:

**a) Management of Parking Infrastructure**

Parking Infrastructure is centrally managed to ensure that available funding is directed towards the areas of greatest need. The modest maintenance budget available, if split into seven parts, would not be sufficient to fund larger car park maintenance schemes.

**b) Legal Requirements**

There is a legal requirement within The Road Traffic Regulation Act 1984 for Fife Council to hold a single parking account with any excess income from parking charges and fines ring-fenced. This will be a challenge for devolved parking with all budgets and income having to be fed into the single account.

**c) Financial implications**

The requirement to ensure this complex budget is balanced under a devolved arrangement would require further consideration. Any local changes proposed must consider the financial impact on the overall Parking Account, with mitigation measures put in place to address any loss in revenue or increased expenditure.

The current single Parking Account approach allows surpluses from one Area to offset deficits in another. This means that the benefit of the single budget approach is shared across all Areas. Managing such a complex budget in seven parts would be a major challenge and the trial confirmed this.

**d) Fife Car Parking Strategy**

The current strategy has been developed to ensure a consistent approach across Fife which can be easily understood by the public and is shaped around local provision and demand. The Parking Strategy also links with our aims to address the Climate Emergency, by encouraging sustainable travel. The outcome of the trial centred around encouraging drivers into the town centre to support the economy. This is at odds with national aims on carbon reduction, demonstrating the need for a more strategic approach which considers wider objectives and car parking provision role in developing an area based sustainable travel plan with core principles delivered via place-based solutions.

**e) Local Transport Strategy Review**

Parking also links into other strategies to ensure a joined-up approach to Transport Planning throughout Fife and beyond. As detailed in a separate report to this Committee, the Local Transport Strategy is to be reviewed and developed over the next 18 months and will outline the plans for the future of Transport within Fife and how it links to neighbouring authorities. There is a good opportunity to align the future Area Transport Plans with Local Town Centre Strategies.

**f) Resources**

For the Kirkcaldy car parking element of the trial the main pool of resources was provided by Roads & Transportation Services. This arrangement conflicted with existing workstreams, putting pressure on resources. The workload associated with the trial was significant and is not sustainable in the longer term. Additional resources would be required to manage this area of work, with Roads & Transportation Services focussing on their core operational requirements and providing support to each of the seven Areas, where required. The funding for additional resources would need to be resolved since the Parking Account is in deficit.

**g) Summary**

A significant effort has been made towards the pilot project in Kirkcaldy. The intervening challenges that arose during the pilot identified that car parking has inadequate levers to influence town centre resilience and growth. Car Parking is secondary to a wider placemaking and Town Centre Strategy approach.

## **3.0 Conclusions**

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- 3.1 The main driver for placemaking is to develop a holistic approach across a number of themes to create a multi-functional resilient, vibrant and distinctive inclusive socio-economic town centre, a place where people want to be, invest in and promote. Car Parking is secondary to a wider placemaking and Town Centre Strategy approach.

- 3.2 Roads and Transportation Services already engage with Area Committees on parking related matters. This will be extended to increase consultation with Area Committees on the development of the new Local Transport Strategy and subsequent Area Transport Plans that will seek to dovetail with local Town Centre strategies.
- 3.3 New approaches were developed and implemented in relation to the placemaking agenda. Lessons from this project could be considered in the other Areas as new Town Centre budget opportunities arise.
- 3.4 The development of a Kirkcaldy Town Centre Strategy, as agreed by the Area Committee, will establish the opportunities and needs of the town centre, including future options for Council assets.

## List of Appendices

Appendix 1 – Kirkcaldy Area Committee – Preferred Parking Proposals  
Appendix 2 - Kirkcaldy - Place Making Outcomes

## Background Papers

Report to the Kirkcaldy Area Committee on 20<sup>th</sup> October 2020

<https://online.fifedirect.org.uk/news/index.cfm?fuseaction=committee.event#Papers>

A New Future for Scotlands Town Centres: February 2021

[A New Future for Scotland's Town Centres - gov.scot \(www.gov.scot\)](http://www.gov.scot)

Kirkcaldy Town Centre Design and Development Framework

[Kirkcaldy-Town-Centre-Design-and-Development-Framework.pdf \(fife.gov.uk\)](http://fife.gov.uk)

Plan 4 Kirkcaldy Area

[Microsoft Word - Plan-4-Kirkcaldy-FINAL.docx \(fife.scot\)](http://fife.scot)

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## Appendix 1 – Kirkcaldy Parking Proposals

From Kirkcaldy Area Committee on 20 October 2020: - If local budget decisions were under the control of the Kirkcaldy Area Committee, the Committee would recommend the following:

- Explore further the disposal of one or both multi storey car parks as part of land enabling, which would achieve a significant saving in NDR on both sites and provides a development site(s) which may support the emerging Town Centre strategy

*Note – would require circa £500,000 capital funding. Depending on agreed meanwhile use may still have an element of NDR, since ground level parking could be considered as a meanwhile use. Design and Development Framework options for both these sites would be beneficial*

- Not introducing car parking charges at Kirkcaldy Railway Station;

*Note – Potential income of circa £95,000 per annum (Current Roads & Transportation Services Change Plan proposal)*

- Continue to support reduced car parking season tickets

*Note – Annual Loss of Income – circa £10,000 per annum.*

- Support the principle of free after three or similar free parking initiatives;

*Note – Annual Loss of Income – circa £150,000 per annum.*

- Remove the parking charges on a Sunday;

*Note – Annual Loss of Income – circa £18,000 per annum.*

- In terms of the new parking created by the Phase 1 works at the Waterfront, consider parking time limitations and charging options to maximise churn in the vicinity;

*Note – **No additional income expected.** Theoretical new income – circa £40,000 p.a.; however, given the oversupply of parking capacity in Kirkcaldy, this would redistribute existing demand; If no charges were applied it would negatively impact income from within the town as drivers migrate to the newly created free parking. This could lead to a Potential Loss of £40,000 p.a.*

- Further examination of the advantages and disadvantages of the confusing current wide variety of parking time restrictions in and around the town centre as part of the emerging Town Centre Strategy;

*Note – Aim was to consider changes that would have **no net change** to the parking account in Kirkcaldy; (Current Roads & Transportation Services Change Plan proposal for a Fife wide rationalisation that would generate £60,000 of which 10% would arise from Kirkcaldy proposals)*

- To support the ongoing suspension of parking charges in the Postings Car Park up to and including the 3rd January 2021, through the £28,000 funding allocated to Kirkcaldy Area Committee, as part of the trial.

*Note – Currently all parking charges in Fife have been suspended since 11 January 2021 until the end of the lockdown announced by the First Minister on 4 January 2021.*

## Appendix 2 – Kirkcaldy Placemaking Outcomes

There have been a number of partner-based projects developed in response to local conditions to help support Kirkcaldy town centre, for example:

- ShopAppy Kirkcaldy was launched in May 2020
- The Kirkcaldy Giftcard was launched in December 2020
- Kirkcaldy Rewards is expected to launch in April 2021 but may be slightly delayed due to Covid19 restrictions

Some of the projects have directly responded to feedback gathered during the 2019 place standard exercise, an example of them are detailed below:

Public Feedback	Outcomes
Kirkcaldy doesn't make the most of the sea views/access.	Waterfront project currently being delivered alongside 'wynds and closes' improvement programme to better link the High Street to the waterfront ensuring connections are attractive and active. Viewing platforms are being installed at the waterfront, alongside new crossing points and enhanced lighting.
Concerns around the condition of buildings and spaces in the Town Centre.	Shop-front grant schemes provided to local businesses. Acquisitions and redevelopment of buildings and land (Co-Op gap site & former Furniture World). Postings steps improvement work including visual enhancements with murals.
High Street would benefit from additional residential properties.	Upper floor conversion grants and assistance for existing properties. Co-Op gap site development which will provide a mix of residential and commercial space.
Disappointing retail offering.	Working with small independent traders to get them established and sustained in the High Street. Partnership working with Adam Smith Global Foundation in development of the Enlightenments project.
Dilapidation and personal safety.	Improvement programmes to give prominence to key gateways into the town centre at West End, East End and Waterfront are being developed and delivered in partnership with businesses and the community. Wynds and Closes as connections throughout the town centre are part of an improvement programme which will see new lightening and streetscape improvements to help to improve connectivity, activation and security of these spaces.

8<sup>th</sup> April 2021

Agenda Item No. 05

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## Bus Partnership Fund

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**Report by:** Ken Gourlay, Head of Assets, Transportation and Environment

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**Wards Affected:** All

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### Purpose

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The purpose of this report is to update the Committee on partnership work in preparing bids to the Scottish Government Bus Partnership Fund from Fife and through the City Region Deal's Transport Appraisal Board.

### Recommendation(s)

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It is recommended that Committee:

- (1) agree that the Fife Bus Partnership bids to the Scottish Government's Bus Partnership Fund, as endorsed by the Public Transport Working Group on 24<sup>th</sup> February 2021, be submitted to the Scottish Government by 16 April 2021;
- (2) agree that Fife Council contributes to the Tayside Bus Alliance bid to the Bus Partnership Fund, as endorsed by the Public Transport Working Group on 24<sup>th</sup> February 2021; and
- (2) agree that the City Deal's Transport Appraisal Board, of which Fife officers are members, prepare a collective South East of Scotland regional bid for submission to Transport Scotland for funding from its Bus Partnership Fund, subject to agreement by the six individual Councils.

### Resource Implications

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Participating in the Bus Partnerships has involved significant officer time, particularly in the lead up to bid submissions. If the bid is successful there will be further officer time needed to work with the appointed consultants to take it to the next stage. Any revenue consequences will be accommodated within existing Roads & Transportation Services budgets.

### Legal & Risk Implications

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The risk of not contributing to the regional Bus Partnership Fund bid is that Fife's interests will not be represented, and Fife Council's own bids may not integrate with regional schemes.

### Impact Assessment

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An Equality Impact Assessment has not been completed because the report does not propose a change or revision to existing policies or practices.

Fife Council Legal and Financial Services have been consulted on the content of this report.

## 1.0 Background

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- 1.1 As part of its response to the climate emergency, the Scottish Government are providing a long-term investment of over £500 million through the Bus Partnership Fund to deliver targeted bus priority measures on local and trunk roads. This is intended to reduce the negative impacts of congestion on bus services and address the decline in bus patronage.
- 1.2 The Bus Partnership Fund will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to work in partnership with bus operators, to develop and deliver ambitious schemes that incorporate bus priority measures.
- 1.3 If successful the funding would be used to resource the development of appraisals and business cases to take forward the ideas/suggestions in the bid, to take these bus priority measures and associated works to the next level.
- 1.4 Transport is one of the five key themes of the City Region Deal and is integral to securing the overarching aim of achieving sustainable inclusive growth across the region. The City Region Deal agreement specified, as part of the governance structure, the requirement for a Transport Appraisal Board (TAB) to focus on a regional approach to upgrading existing transport infrastructure to support regional activity in innovation, employability/skills, and housing.
- 1.5 The City Region Transport Appraisal Board has already successfully bid into Transport Scotland's Bus Priority Rapid Deployment Fund, through the South-East Scotland Transport Transition Group (subgroup of the Transport Appraisal Board), securing £1.8 million of measures to help improve bus priority during the pandemic. Within this, Fife has received £0.178 million for improvements in Leven, Kirkcaldy and Dunfermline.

## 2.0 Issues and Options

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- 2.1 The deadline for initial applications to the Bus Partnership Fund is 16 April 2021, with a decision expected in June 2021. A second round of submissions will be accepted in October 2021. The next stage and timescales have not yet been outlined by Transport Scotland, but it is expected these will be communicated in a letter of award.
- 2.2 Fife Council has already established the Fife Bus Partnership and will be submitting two bids, one for East and Central Fife and the other concentrating on West and South Fife. Fife is also part of the Tayside Bus Alliance, which is considering as part of its overall bid the St Andrews – Dundee corridor. The detail and scope of the bids have already been presented and endorsed through the recent Passenger Transport Reform working group on 24 February 2021. The bids, subject to Committee approval, will be submitted to the Scottish Government by the 16 April 2021 deadline.
- 2.3 The Edinburgh and South East Scotland City Region Deal Transport Appraisal Board (TAB) approach will largely be based on a strategic review of corridors to ensure that packages of interventions for bus improvements that cross local authority boundaries can be identified in a systematic way. Measures will be developed on a corridor end-to-end basis where the individual interventions will work together as a holistic joined-up corridor route treatment.

- 2.4 In the City Deal TAB submission, the following will be set out:
- Approach and governance of project and the basis of developing Bus Service Improvement Partnerships
  - High level proposals (estimated costs for key corridors)
  - Funds required to secure consultancy resources to deliver the required Outline Business Cases for proposals and develop a further bid for October 2021's deadline
  - Funds required to implement any "priority" and "shovel ready" type schemes.
- 2.5 Governance of bids to the Bus Partnership Fund by the City Deal TAB will be through the Edinburgh and South East Scotland City Region Deal Joint Committee, of which Fife Council Co-Leaders are members.

## 3.0 Conclusions

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- 3.1 The Bus Partnership Fund is a significant opportunity for Fife to obtain funding to develop significant bus priority measures to reduce journey times, boost patronage and improve local and regional public transport links which will help to promote strong economic, social and environmental benefits. The Bus Partnerships that are being formed will also play an important role going forward in the recovery of bus services and patronage as we come out of the pandemic.

### Background Papers

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

- [Passenger Transport Reform Working Group presentation, 27th January 2021](#)
- [Passenger Transport Reform Working Group presentation, 24th February 2021](#)

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8<sup>th</sup> April 2021

Agenda Item No. 06

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## Local Transport Strategy for Fife

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**Report by:** Ken Gourlay, Head of Assets, Transportation and Environment

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**Wards Affected:** All

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### Purpose

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The purpose of this report is to update the Sub Committee on the need to review the Local Transport Strategy for Fife and the proposed timescale and measures to do so.

### Recommendations

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It is recommended that Committee:

- (1) note the current development of key local, regional and national strategies relating to the economic, environmental, transportation and land-use sectors and the need accordingly to review Fife's Local Transport Strategy; and
- (2) agree that officers proceed with the development of the Local Transport Strategy for Fife with a view to completing by late Summer/Autumn 2022. Update reports on progress will be presented to this Committee, as appropriate during the process.

### Resource Implications

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The review of the Local Transport Strategy will be undertaken through existing staff resources within Roads & Transportation Services.

There is a need to undertake a Strategic Environmental Assessment (SEA) as part of the development of such a key strategy document, the cost of which will be met from within Roads & Transportation Services budgets.

The outcome of the review will identify policies and projects which may have a resource implication for the Council. This will be confirmed as the programme develops and funding solutions will be developed before additional resources are committed.

### Legal & Risk Implications

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The risk of not reviewing the Local Transport Strategy is that Fife's current goals and policies for economic, social and environmental delivery are not achieved and potential external funding and development opportunities are missed. The lack of a contemporary Local Transport Strategy may also harm Fife Council's local and national reputation.

A Strategic Environmental Assessment and an Equality Impact Assessment (EqIA) will be completed as an integral part of the development of the Local Transport Strategy.

### Consultation

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Fife Council Legal and Financial Services have been consulted on the content of this report.

Consultation will be integral to the development of the Local Transport Strategy, to ensure the views and aspirations of the community, partners and stakeholders are considered. Consultation will be undertaken at key project stages through the development of the Strategy and updates on outcomes will be reported to this Sub Committee.

## 1.0 Background

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### 1.1 Local Transport Strategy for Fife

- 1.1.1 The current Local Transport Strategy for Fife (2006-2026) was published in 2006 with a time horizon of 20 years. A great deal of the measures identified within the document have been developed, including the Halbeath Park and Ride and the commitment to re-open the Leven Rail Link, which is now under-development.
- 1.1.2 The existing Strategy was developed through extensive consultation with local communities, stakeholders, and partners. It was developed in line with the Scottish Transport Appraisal Guidance (STAG) which seeks to identify clear opportunities and objectives relative to the problems and issues identified through consultation and technical research. It is proposed to develop the new Local Transport Strategy through this same established and tested process.

### 1.2 Local, Regional and National Context

- 1.2.1 Since 2006, there has been significant change and development across the economic, environmental, transportation and land-use sectors, including climate change, the global financial crisis and modern technology. These changes call for transformational change, despite tightened resources available to deliver and maintain existing services. Most significantly, the current COVID-19 crisis will require careful consideration in restarting the economy and transport networks and developing future strategies.
- 1.2.2 There is an opportunity to integrate with recent and ongoing policy development in transport and land-use at a local, regional, and national level. Strategies and initiatives including: (i) Fife Local Development Plan update, (ii) Mid-Fife Economic Action Plan, (iii) Climate Fife, (iv) SEStran Regional Transport Strategy and (v) National Transport Strategy 2 will affect the Local Transport Strategy and can be influenced by its outcomes. Fife Council must embrace these directives to ensure that Fife's transport system now and in the future is fit for purpose and in line with the needs of our communities.

## 2.0 Issues and Options

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### 2.1 Local Transport Strategy Review

- 2.1.1 The new Local Transport Strategy will consider the entire transport system, including walking, cycling, wheeling, public transport, private vehicles, placemaking, technology and behaviour change. It will critically review the operational needs and maintenance of the existing transport system to ensure that it is suitably funded and fit for purpose as well as the opportunity for evolving change in line with policy and strategy.
- 2.1.2 A key element of the review will be to identify initiatives and measures for early implementation which will help to deliver Fife Council's goals for Reform and Recovery post-COVID-19. As transportation is a critical aspect in connecting people, businesses and communities, the identification of measures which will help support short and long-term regeneration and recovery are critical.
- 2.1.3 Engagement with local communities, stakeholders, partners, and transport providers will be through a range of measures. Bus operators, including Stagecoach, Moffat and Williamson and others; ScotRail; Network Rail; Freight and Taxi Operators will be key in providing input. Town centre, enterprise and business organisations will help to provide critical input to direct the Strategy.
- 2.1.4 With the anticipated easing of COVID-19 restrictions through vaccinations and control measures, officers are hopeful that consultation can be through direct face to face meetings/workshops at the appropriate times. However, we are also developing online electronic approaches using specialised software for workshops and surveys that can help provide consultation means for certain groups, where required, or if restrictions continue.
- 2.1.5 The Strategy will be crucial in supporting bids for external funding in areas of transformational change. It will provide a key linkage to the climate change agenda; promote active travel and other sectors attracting high levels of investment; and the focus of helping to regenerate mid-Fife and the major ongoing projects including the Leven Rail Link and Levenmouth Reconnected Programme.

### 2.2 Strategy Development

- 2.2.1 The Strategy will be developed in three main stages:
- (1) The *Main Issues* will be determined through a policy review and initial data analysis. Problems and opportunities will be identified through local and strategic consultation events and assessed and used to develop objectives. An initial list of interventions to meet the objectives will be identified. This stage is expected to be complete in Autumn/Winter 2021.
  - (2) *Draft Strategy* – An initial list of options will be assessed and prioritised against policies and the objectives during an option appraisal. This will be shared with consultees to ensure that the measures reflect inputs and local and regional needs. A draft Strategy will then be produced, and a formal extensive consultation will be undertaken, which is planned for completion in Spring 2022.
  - (3) *Final Strategy* - Following consultation feedback on the Draft Strategy and any adjustments that may be necessary, the Final Strategy will be formulated and presented to Committee for approval, programmed for late Summer/Autumn 2022.

## 3.0 Conclusions

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- 3.1 Significant changes in the transportation sector and the development of key local, regional and national strategies have led to the need to review Fife's Local Transport Strategy in conjunction with alignment to support the latest Council objectives.
- 3.2 Roads & Transportation Services propose to proceed with the development of a new Local Transport Strategy for Fife with a view to completing by late Summer/Autumn 2022. Update reports on progress will be presented to this Sub Committee.

### Background Papers

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

- National Transport Strategy 2 (Transport Scotland, 5 February 2020): <https://www.transport.gov.scot/publication/national-transport-strategy-2/>
- Regional Transport Strategy Main Issues Report (SEStran, 9 June 2020): <https://sestran.gov.uk/publications/sestran-rts-main-issues-report/>
- Climate Fife: Sustainable Energy and Climate Action Plan (2020-2030) (Fife Resource Solutions, 6 February 2020): <https://www.fife.gov.uk/kb/docs/articles/environment2/climate-change,-carbon-and-energy/what-fife-council-is-doing>
- Mid-Fife Economic Action Plan Consultative Draft (Fife Council and Scottish Enterprise, 14 January 2020): [http://publications.fifedirect.org.uk/c64\\_KACPublicAgendaPack2020-01-14.pdf](http://publications.fifedirect.org.uk/c64_KACPublicAgendaPack2020-01-14.pdf)

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8th April 2021  
Agenda Item No 07

## **Support for Voluntary Organisations**

**Report by:** Gordon Mole, Head of Business and Employability

**Wards Affected:** All Fife

### **Purpose**

This report presents recommendations for the level of support to voluntary organisations within the Enterprise and Environment Directorate for the period 2020-2022

### **Recommendation(s)**

Committee is asked to:

- Approve the level of funding to voluntary organisations by the Assets, Transportation & Environment Service as detailed in the attached schedule.
- Approve the allocations given through Service Level Agreements from Business and Employability, as detailed in the attached schedule.
- Note the allocation awarded by the Opportunities Fife Partnership, for the delivery of Employability Pathway activities to be used as part of the match for the final year of our European Programme.

### **Resource Implications**

The grant schedules appended to this report detail recommendations from the following for approval and noting:

- Assets, Transportation and Environment totalling **£195,291** (as set out in Appendix One) covering grant funding for the period 2021/2022
- Business and Employability totalling: **£130,860** (as set out in Appendix Two) covering grant funding for the period 2021/2022
- The Opportunities Fife Partnership, totalling **£375,959** (Appendix Three)

Appendix Three to this report outlines the allocation awarded by the Opportunities Fife Partnership (OFP) for Employability Pathway Delivery. These are for noting by Committee and are for the final year of a three-year period of activity (2019-2022). They are awarded as part of a Partnership agreement with each delivery partner and are used, with additional match brought by the delivery partners as leverage for European Funding. These partners were selected after a competitive Challenge Fund process, carried out in October 2018, to deliver services between April 2019 and March 2022. This allocation provides part of their match funding for the three-year period, for the final phase of the European programme. As per the Committee decision of March 4<sup>th</sup> 2021, delivery partners received advanced payments for financial year 2020/2021 ahead of Fife Council reclaiming ESIF grant.

## Legal & Risk Implications

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All awards are recommended for support subject to compliance with Fife Council's Monitoring and Evaluation Framework which requires that they are reviewed on an annual basis as part of the Council's ongoing commitment to ensuring organisations are meeting the terms of their Service Level Agreement.

## Impact Assessment

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No impact assessment is required as there are no substantial changes to service delivery. Changes to individual grants have been negotiated with the organisations concerned.

The Fairer Scotland Duty, which came into force on 1 April 2018, requires the Council to consider how it can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. Both the Plan for Fife and Fife's Economic Strategy align with this Duty in their commitment to working towards achieving inclusive growth and economic growth, which is shared by all. The grants provided by Fife Council, as detailed in this report, provide specific support to reduce inequalities and support inclusive growth in Fife.

## Consultation

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Members are encouraged to contact the relevant Service Monitoring Officer if they would like to discuss individual awards or require further information prior to the Committee meeting. The contact information for Service Monitoring Officers is detailed on the footer of each appendix of this report.

Service Monitoring Officers and the Head of Finance have been involved in the preparation of this report. The appropriate Service Management Teams have considered each of the awards being presented and recommends the level of support outlined.

## 1.0 Introduction

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- 1.1 This report sets out support provided by the Enterprise and Environment Directorate for the activities supported through Assets, Transportation & Environment Services and Business & Employability. The support is provided through recurring grants directly to the organisations.
- 1.2 The previous report was brought to Subcommittee in October 2020, following the suspension of committee process during the early stages of the COVID pandemic.
- 1.3 Allocations provided by the Opportunities Fife Partnership Challenge Fund to Employability Pathway providers are utilised as part of the match for the European Structural Fund activities. These allocations are agreed by the Opportunities Fife Partnership and follow a competitive procurement process for delivery organisations. At its meeting of 15<sup>th</sup> November 2018, the Economy, Tourism, Strategic Planning & Transportation committee agreed to endorse future allocations and activity relating to the Opportunities Fife Partnership Challenge Fund 2019/2022 (Minute para 65). Year 1 of the grants (outlined in Appendix Three), were noted by this Committee on 14 March 2019.

Year 2 were noted by this Committee on 10 October 2020, following committee cycles being delayed due to the COVID-19 pandemic.

- 1.4 The appended schedules detail the awards recommended for approval that will be delivering agreed activities for Enterprise and Environment Directorate.
- 1.5 Fife Council's Revenue Budget 2021-2024 was approved on 11 March 2021.
- 1.6 Members will recall that the grants for Fife Shopmobility and RVS Fife were considered as part of the wide-ranging six-month Passenger Transport Reform & Recovery review that was reported to Policy & Coordination Committee on 1 April 2021. It was the finding of the review that these grants supported essential local transport services and should be retained. Appendix One outlines the proposed grants for these voluntary organisations in 2021/2022.
- 1.8 Appendix Two sets out the funding for a further quarter of delivery for BRAG Enterprises, as set out in the report to Sub-committee in October 2020. This will continue activity as a transition into No One Left Behind delivery, which will commence from April 2021 and will be the subject of a report to April's Policy & Co-ordination Committee.
- 1.9 The Fife Migrants Forum will continue to be funded until September 2021 to provide specialist support to migrant workers who may be at risk of redundancy or not being employed in key sectors such as hospitality, agriculture and food and drink manufacturing, with a particular focus on supporting economic recovery in these seasonal sectors and enabling Fife migrant residents to obtain EU Settled status through the Forum's work as an accredited EUSS provider.
- 1.10 It is also proposed to continue funding for Fife Voluntary Action until March 2022 to support this transition into No One Left Behind and develop supporting infrastructure for the programme. This support will cover the period April 2021 to March 2022, at a sum of £15,800.
- 1.11 Additionally, the report seeks approval of a sum of £55,000 from the Council's Parental Employability Support Fund allocation to match fund Edinburgh & South East Scotland City Region Deal resources to support the delivery of regional Intensive Family Support activity in Fife, through the City Region's appointed delivery organisation in Fife, Fife Gingerbread. This covers the period to March 2021 and a further allocation of £55,000 for 2021/2022.
- 1.12 Appendix Three outlines the allocation to the third sector delivery partners, who have been commissioned by the OFP to deliver activity on the Fife Employability Pathway between 2019-2022.
- 1.13 As a replacement to European funding, UK Government has outlined its plan to implement a UK Shared Prosperity Fund (UKSPF). Full details of the UKSPF are awaited at the time of this report. Should it be possible, the OFP intend to use this fund as match for delivery of employability activities going forward.

## 2.0 Monitoring and Evaluation

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- 2.1 The Monitoring and Evaluation Framework is continually updated and developed, putting robust procedures in place within Services providing support to voluntary organisations. The work is overseen by the Voluntary Sector Task Group which includes representatives from each of the Councils Services awarding grants to voluntary organisations as well as Audit Services and representation from the third sector. The Task Group is responsible for reviewing the overall Framework and updating particular sections as necessary. During 2018 sections of the Framework were updated and training was delivered to Services in this respect in 2019.
- 2.2 The following monitoring and assessment procedures are undertaken prior to each award being presented to the Economy, Tourism, Strategic Planning and Transportation Sub-committee for a decision:
- ◆ Organisations are required to submit an application or forward plan outlining the services they aim to provide during the 2021-22 period. For organisations seeking a 1, 2 or 3 year funding agreement this would normally include an appropriate budget for the period.
  - ◆ All projects funded in the previous year have undergone either an annual monitoring exercise or if appropriate a 3-year evaluation. Where the organisation receives over £10,000, the annual monitoring is carried out by the appointed Link Officer. An independent officer who is not the organisation's Link Officer carries out the 3-year evaluation. As part of these monitoring procedures an assessment of the governance of the organisation is made. This includes compliance with relevant legislation such as child protection;
  - ◆ The organisation's constitution and latest set of annual accounts will be checked. The latter will be checked by officers from Finance.
  - ◆ The project is assessed by the appropriate Service Management Team against the priorities of the Service, the Council's priorities and the Plan for Fife.
  - ◆ For those providers delivering employability services, the OFP produced a third sector governance document in 2015 and self-assessment health check, supported by Fife Voluntary Action. Each of those providers that wish to delivery employability services must carry out a self-assessment, with reference to the governance document. Any issues or challenges that are flagged as high risk, require an action/improvement plan to be developed and worked through, with support from FVA and the OFP. This governance health check is specific to the Economy, Planning and Employability Service.
- 2.3 Having gone through each of these stages the award is then presented to Committee for decision. If the award fails to satisfy all elements of the Monitoring and Evaluation Framework, the recommendation will be delayed and presented for Members' consideration at a future Committee meeting. Where compliance conditions are not being met, it may be recommended that no funding is provided.

## 3.0 Conclusions

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- 3.1 The awards presented to Committee have been assessed in line with Service priorities and the Council's Monitoring and Evaluation Framework and are considered to make a valued

contribution to the delivery of services across Fife contributing to the objectives of the Local Outcome Improvement Plan, Plan for Fife.

### **List of Appendices**

1. Recommended Awards – Assets, Transportation and Environment Services
2. Recommended Awards – Business and Employability
3. For noting – Allocation awarded by the Opportunities Fife Partnership to be matched with ESF for Employability Pathway delivery.

### **Background Papers**

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

- Voluntary Sector Monitoring & Evaluation Framework

### **Report Contacts**

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## Recommended Awards – Economy, Tourism, Strategic Planning and Transportation

### Sub-committee - Appendix One

#### Assets, Transportation & Environment Services

Organisation	Project Description	<u>Award 19/20</u>	<u>Award 2020/21</u>	<u>Requested Grant 21/22</u>	Award 2021/22	<u>Total 2019-2022</u>	Additional Comments
Fife Shopmobility Ltd	Lending powered and manual wheelchair and electric scooter to people with mobility difficulties free of charge. Provide a long term hire of manual equipment. The organisation also provides escorted shopping services for vulnerable people and those with visual impairments	£145,997	£150,791	£190,850	£150,791	<b>£447,579</b>	Whilst, Assets, Transportation & Environment Services fully supports this initiative as it meets a primary aim of targeting support to the most vulnerable in our communities there is no additional money available to meet the increased level of funding applied for. The service only recommends maintaining the Grant within current budget levels for one year only
RVS East Fife	Targeting support to the most vulnerable in our communities who are unable to access mainstream public transport due to some form of reduced mobility. This is in the form of both transport and personal support to individuals ensuring people remain active and supported in their local communities.	£44,357	£44,357	£44,500	£44,500	<b>£133,214</b>	Assets, Transportation & Environment Services fully supports this initiative as it meets a primary aim of targeting support to the most vulnerable in our communities. The service recommends maintaining the Grant within current budget levels for one year only
<b>Transportation Total</b>					<b>£195,291</b>	<b>£580,793</b>	

**Awards to Voluntary Organisations - Appendix Two**  
**Awards for approval - 2019/20 – Economy, Strategic Planning and Transportation Sub-committee**

<b>Organisation</b>	<b>Project Description</b>	<b><u>Award Allocation</u> n 19/20</b>	<b><u>Award Allocati</u> on 20/21</b>	<b><u>Award Allocation</u> 2021/22</b>	<b>Total 2019-2022</b>	<b>Additional Comments</b>
BRAG Enterprises	Allocation to deliver employability outreach activity in key geographic areas, specifically “mid-Fife”	£88,500	£88,500	£22,060	£199,060	For Approval - this is funding for a further quarter of delivery for BRAG Enterprises, as set out in the report to Sub-committee in October 2020. This will continue activity as a transition into No One Left Behind delivery, which will commence from April 2021 and will be the subject of a report to April's Policy & Co-ordination Committee
Fife Voluntary Action	Continued funding through to September 21 to support the transition to NOLB and the supporting infrastructure	N/A	N/A	£15,800	£35,800	For Approval - to continue funding for Fife Voluntary Action to support the transition into No One Left Behind and develop supporting infrastructure for the programme. This support will cover the period April 2021 to March 2022
Fife Migrants Forum	Continued funding through to September 2021 to support migrant employability interventions	£76,000	£76,000	£38,000	£190,000	For Approval – this funding will enable Fife Migrants Forum to deliver specific support for EU and non-EU migrant workers to retain and secure employment in key Fife sectors as part of economic recovery activity, aligned to the deadlines for the UK Government EU Settlement Scheme, for which the Forum is a Home Office provider.
Fife Gingerbread	Extending the delivery of Edinburgh and South East Scotland City Region Deal's Intensive Family Service by matching Parental Employability Support Fund Allocation to this activity.	N/A	£55,000	£55,000	£110,000	For Approval - from the Council's Parental Employability Support Fund allocation to match fund Edinburgh & South East Scotland City Region Deal resources to support the delivery of regional Intensive Family Support activity in Fife, through the City Region's appointed delivery organisation in Fife, Fife Gingerbread.
<b>TOTAL</b>				£92,860	£344,860	

**Allocated Awards for noting – Economy, Tourism, Strategic Planning and Transportation Sub-committee**  
**- Appendix Three**

**Opportunities Fife Partnership**

Organisations	Project Description	Allocation Award 19/20	Allocation Award 20/21	Allocation		Additional Comments
				2021/22	Total 2019-2022	
BRAG	Lead Partner of Fife Employability & Training Consortium Includes delivery of both Employability Pathway keyworker programme and new “in-work” support service of Pathway clients that have progressed into employment. – Employability Pathway Delivery	£291,666	£291,669	£218,749	<b>£802,084</b>	For noting by the Committee. Allocated by the Opportunities Fife Partnership to be used with additional match brought by the delivery partners to leverage in European Funding. The allocation forms part of a partnership agreement to deliver activity on Fife's Employability Pathway
FEAT	Lead Partner of “Journey to Work” which will include the Fife IPS (Individual Placement Support) Service –Employability Pathway Delivery	£157,013	£157,013	£120,115	<b>£434,141</b>	For noting by the Committee. Allocated by the Opportunities Fife Partnership to be used with additional match brought by the delivery partners to leverage in European Funding. The allocation forms part of a partnership agreement to deliver activity on Fife's Employability Pathway
Fife Gingerbread	Lead Partner for Making it Work: Lone Parents – Employability Pathway Delivery	£58,166	£49,139	£37,115	<b>£144,769</b>	For noting by the Committee. Allocated by the Opportunities Fife Partnership to be used with additional match brought by the delivery partners to leverage in European Funding. The allocation forms part of a partnership agreement to deliver activity on Fife's Employability Pathway
<b>Economy, Planning and Employability Total</b>				<b>£375,959</b>	<b>£1,380,994</b>	

8th April 2021  
Agenda Item No. 08

## Fife Road Casualty Statistics 2020

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**Report by: Ken Gourlay, Head of Assets, Transportation & Environment**

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**Wards Affected: All**

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This report is to advise Committee of the numbers and severity of casualties on Fife's roads in 2020 and the performance against the Scottish Government Road Safety Casualty Reduction targets.

### Recommendation(s)

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It is recommended that the Committee:

- I. note Fife's road casualty statistics for 2020 and the performance in respect of the Scottish Government reduction targets for 2020;
- II. consider and comment on the 2020 road casualty statistics and note that road safety partners will continue to innovate to meet the casualty reduction targets in the revised Scottish Government Road Safety Framework from 2021 onwards; and
- III. agree that a further report is presented on the recently published Scottish Government Road Safety Framework to 2030 and the impacts on Fife Council.

### Resource Implications

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A number of budgets and staff resources contribute to the road safety initiatives being delivered by Fife's Community Safety Partners including Fife Council, the Scottish Fire & Rescue Service, Police Scotland and NHS Scotland.

### Legal & Risk Implications

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No Legal or Risk Implications.

### Impact Assessment

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An Equality Impact Assessment has not been completed because the report does not propose a change or revision to existing policies and practices.

### Consultation

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Fife's road safety partners (including Fife Council, Police Scotland, Scottish Fire & Rescue Service, and NHS Scotland) have been consulted on the content of this report.

## 1.0 Background - Road Safety Strategies

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- 1.1 The initial Road Safety Framework was published by the Scottish Government in 2009. It described a road safety vision for Scotland, with aims and commitments, and provided Scottish targets for reductions in road deaths and serious injuries to the year 2020, with milestone targets for the year 2015.
- 1.2 The Fife Community Safety Strategy 2015-20 sets out aims/actions to make Fife safer and includes an outcome of *Fewer people are killed or seriously injured on the roads*, detailing a number of actions to achieve this. It contains some of the activities previously contained in the Road Safety Action Plan for Fife 2012 – 2015.
- 1.3 To assist with the delivery of the Fife Community Safety Strategy outcome that *Fewer people are killed or seriously injured on the roads*, the Road Casualty Reduction Group brings together the organisations delivering road safety initiatives to develop joint working opportunities and share data. The Road Casualty Reduction Group Action Plan sets out these activities.
- 1.4 The Road Safety Engineering Action Plan 2016 - 2020 sets out the engineering activities that Assets, Transportation and Environment undertake and how the Service works with partners with the aim of reducing road casualties.

## 2.0 Casualty Figures & Reduction Targets

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- 2.0.1 In March 2021, The Scottish Government published a revised Road Safety Framework, covering the period to 2030. This provides further targets for casualty reduction based on the average figures recorded over the years 2004 – 2008. This will be reported in more detail to a future Committee meeting. The Road Safety Engineering Action Plan will also be refreshed to reflect the content of the new Framework.

### 2.1 2020 Casualty Figures

- 2.1.1 The figures for 2020 are the lowest totals for casualties and crashes ever recorded in Fife. The number of slight injuries is a record low, significantly below the levels seen in previous years, with the numbers of fatal and serious casualties lower than 2019.
- 2.1.2 A summary of the overall Fife casualty statistics for the period 2004-2020 is detailed in Appendix 1, along with an indication of Fife's performance in respect of the national targets for reducing fatal and serious injuries. Table 1 below summarises the 2020 figures by severity of casualty:

Severity	Number of Casualties
Fatal	12
Serious	108
Slight	220
<b>Total</b>	<b>340</b>

Table 1: Fife Casualties 2020 by Number and Severity Type

A brief summary of the crashes resulting in fatalities is shown in table 2 below:

<b>Fatal Casualty Crash Details</b>			
<b>Date</b>	<b>Urban or Rural area</b>	<b>Location</b>	<b>Casualty</b>
06/02/2020	Urban	Formonthills Rd, Glenrothes	Male pedestrian (age 25)
19/02/2020	Urban	St Margarets St, Dunfermline	Male pedestrian (age 33)
01/03/2020	Urban	A915 Largo Road, Leven	Male pedestrian (age 59)
20/04/2020	Urban	A921 Inverkeithing at junction with B981	Male pedestrian (age 36)
17/07/2020	Urban	A915 Windygates Road, Leven	Male driver (age 29) Male passenger (age 27)
22/07/2020	Rural	A917 between St Andrews and Kingsbarns	Male driver (age 78)
31/07/2020	Rural	A985 between Cairneyhill and High Valleyfield	Male driver (age 61)
03/08/2020	Urban	Main Street, Townhill	Female Child pedestrian (age 3)
06/08/2020	Rural	A92 between Glenrothes and Kirkcaldy	Male driver (age 23)
12/09/2020	Rural	A92 between Lochgelly and Cowdenbeath	Male driver (age 63)
19/10/2020	Urban	A994 Cairneyhill at junction with A985	Female passenger (age 74)

*Table 2: Summary of Fatal Crashes and Fatal Casualties 2020*

The number of casualties reduced across all classes when comparing 2020 to 2019. In 2020, the number of fatal casualties reduced (12 from 15), serious (108 from 128) and slight (220 from 277) compared to the previous year. In total, the number of casualties is a record low figure - 340.

2.1.3 A summary of the Fife child casualty statistics for the period 2004 - 2020 is detailed in Appendix 2 of this report, with the figures for 2020 shown in table 3 below:

<b>Fife Child Casualties 2020</b>	
<b>Severity</b>	<b>Number of Casualties</b>
Fatal	1
Serious	14
Slight	31
<b>Total</b>	<b>46</b>

*Table 3: Fife Child Casualties 2020 by Number and Severity Type*

In 2020, the overall number of child casualties reduced when compared to 2019 but the very small numbers involved in each category means there will inevitably be some fluctuation from year to year. In 2019, there were no fatal, 13 serious and 34 slight injuries leading to a total of 47 casualties. Reviewing 2020 in more detail for child injuries, the fatal injury was a pedestrian, and the serious injuries were 6 vehicle passengers, 7 pedestrians and 1 cyclist. The Scottish Government and Fife Road Casualty Reduction Group continue to develop initiatives targeted at vulnerable road users with further analysis of these figures being used to inform the activities.

2.1.4 In 2020 the Covid-19 pandemic changed normal routines greatly. Traffic volumes fell, particularly during the first lockdown, and the number of crashes and casualties continued to reduce but remained spread throughout the year similar to other years and without any particular pattern. There were a proportionally a greater number of fatal crashes in urban areas and crashes involving pedestrians than previous years, which could reflect a greater proportion of local journeys and walking during the period of restrictions. Further analysis will be undertaken to allow the Road Casualty Reduction Group to consider and develop suitable road safety interventions.

## 2.2 National Casualty Reduction Targets

2.2.1 The aim of road safety interventions is to prevent crashes and casualties, working towards an ultimate vision of zero, but to focus on the need for continuing work to lower numbers, the Scottish Government Road Safety Framework set out targets to reduce casualties. These aim for maximum level by 2020 and are listed in table 4 below. They are based on a percentage reduction from the average figures experienced between 2004 – 2008:

Category of Casualty	Year 2020 Reduction Target (%)	Target expressed as maximum number of Casualties p.a. in Fife in 2020
Total Killed	40 %	11
Total Seriously Injured	55 %	72
Children Killed	50 %	1
Children Seriously Injured	65 %	7
Slight Casualty rate	10 %	-

Table 4: National Casualty Reduction Targets

2.2.2 These are challenging targets, with very small numbers, particularly those for children, and although good progress has been made in recent years Fife has met the target reduction levels for Child Fatalities and Slight Injuries but not those for the overall number of Fatal Injuries nor for Serious Injuries. The target of a 10% reduction in the slight casualty rate by 2020 has been significantly surpassed as shown in Graph 5 of Appendix 3.

2.2.3 The data for 2020 shows good overall progress in reducing casualty numbers. However, performance was mixed in comparison to the target reduction levels for each casualty class with the results showing overall number of people killed 12 (target of maximum 11), children killed 1 (target of maximum 1), serious injuries 108 (target of maximum 72) and Child Serious Injuries 14 (target of maximum 7). These are all lower numbers than 2019 but fail in some categories to reduce to the target level or below. Continued work will be required to meet the challenge of further reductions with the aim of achieving future targets. In particular, the targets for children are based on very small numbers where a minor change can have a significant impact.

2.2.4 The revised Scottish Government Road Safety Framework contains new targets for 2030 with further reductions based on the average figures recorded over the years 2004 – 2008.

## 3.0 Monitoring and Evaluation

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3.1 Appendix 3 of this report depicts Fife's performance against the national targets for 2020 set by the Scottish Government in 2009. The charts show the actual casualties for each target category for the period 2004-2020 together with the decreasing Scottish target maximum line.

3.2 The number of crashes which resulted in an injury being sustained was 241, a decrease from the 306 occurring in 2019. This significant drop is likely related to the impact of Covid on reducing travel and produced a record low result as shown in table 5 below:

Severity of Crash	Year				
	2016	2017	2018	2019	2020
Fatal	9	5	9	14	11
Serious	78	71	80	108	94
Slight	366	235	238	184	136
<b>Annual Total</b>	<b>453</b>	<b>311</b>	<b>327</b>	<b>306</b>	<b>241</b>

Table 5: Fife Crashes 2016 to 2020 by Number and Severity Type

3.3 The real cost of road crashes is the trauma and grief felt by the families and individuals involved, however, to stress the importance of the need to reduce crashes and casualties, it is worthwhile considering the financial cost of these. The Department for Transport publish valuations of crash costs each year which are designed to take account of the Human costs (pain, grief, suffering, loss of enjoyment of life, etc), the Economic costs (loss of output due to injury and medical costs) and direct costs of damage to vehicles and property together with Police and Insurance administration.

Table 6 below shows the cost per crash and the impact in Fife terms:

Cost of crashes in Fife in 2020			
Severity of Crashes	Cost per Crash (£) ^	2020 Reported Crashes	Total Cost (£)
Fatal crashes each cost	2,260,633	11	24,866,963
Serious crashes each cost	261,498	94	24,580,812
Slight crashes each cost	26,840	136	3,650,240
Total cost of reported crashes in Fife for 2020			<b>53,098,015</b>

Table 6: Cost of Crashes in Fife 2020

^ Based on 2019 values for Great Britain from Reported Road Casualties Scotland 2019 Table 9b, p 87

3.4 By comparison the total cost of reported crashes in Fife for 2019 was £62,708,948.

3.5 Police Scotland collect up to 6 Contributory Factors for each crash. The ten most common are shown in table 7 below, with the percentage of crashes in which they are identified as a cause:

<b>Contributory Factor</b>	<b>% of crashes</b>
Failed to look properly	36%
Failed to judge other person's path or speed	24%
Poor turn or manoeuvre	20%
Weather conditions	13%
Loss of control	11%
Careless, Reckless	8%
Wrong use of Pedestrian Crossing	6%
Casualty Failed to look	6%
Travelling too fast for conditions	5%
Following too Close	4%

*Table 7: 2020 10 most common contributory factors identified in 2020*

- 3.6 The nature of road safety interventions related to (i) Education, (ii) Encouragement and (iii) Enforcement makes it very difficult to demonstrate a direct link between any one initiative and the number and severity of crashes it prevents. It can be seen though that the combination of the work undertaken in Fife has delivered a reduction in numbers of crashes and casualties, when comparing the trend over the longer term. The measurement of success related to Engineering interventions is more quantifiable and Roads & Transportation Services continuously monitor the road network, producing an annual analysis of the worst crash sites to allow the prioritisation of engineering schemes and ongoing monitoring to ensure the scheme has been successful. The future programme and funding for Road Safety Engineering including the development of Route Accident Reduction Plans was approved at the Economy, Tourism, Strategic Planning & Transportation Committee meeting in February 2018 (2018.E.T.S.P&T.13 para.24 refers).
- 3.7 The initiatives currently being undertaken by the road safety partners, both individually and collectively through the Road Casualty Reduction Group, will continue to be developed and expanded where funding allows.
- 3.8 The road safety partners will continue to analyse the statistics to identify trends to ensure future initiatives are targeted at groups and locations where problems are identified.

## 4.0 Conclusions

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- 4.1 The number of road crashes in 2020 is the lowest ever recorded.
- 4.2 The number of casualties in 2020 is the lowest ever recorded.
- 4.3 Although the number of casualties reduced in 2020, the Scottish Government casualty reduction targets were met only in the Child Fatal and the Slight Injury rate categories. Fatal and both categories of Serious Injuries were above the targeted maximum level.
- 4.4 Continued work will be required to meet the challenge of reducing casualties further and working towards achieving the future Scottish Government casualty reduction targets for 2030. A report on these new targets will be brought to a future committee.
- 4.5 Through the activities of the road safety partners continued targeted efforts will be made in the areas of (i) Engineering, (ii) Education & (iii) Encouragement and Enforcement with the aim of further reducing casualties. The Road Casualty Reduction Group takes an overview of road safety activities and allows the partners to co-ordinate initiatives and share data. The Group members will continue to develop and implement innovative measures with the aim of delivering further reductions in casualties.

### List of Appendices

Appendix 1 – Fife Casualty Statistics 2004 – 2020.

Appendix 2 – Fife Child Casualty Statistics 2004 – 2020.

Appendix 3 – Fife's performance against the national targets to 2020.

### Background Papers

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

- Fife Community Safety Strategy - [Fife.gov.uk - Community Planning > Fife Community Safety Partnership](https://www.fife.gov.uk/Community-Planning/Fife-Community-Safety-Partnership)
- Scotland's Road Safety Framework to 2020 - [Transport Scotland Road Safety Framework](https://www.transport.scot.nhs.uk/transport-scotland-road-safety-framework)

### Report Contacts

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## **Appendix 1**

### **Fife Casualty Statistics 2004 to 2020 & Reduction Targets**

<b>Year</b>	<b>Killed</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
2004	30	184	798	<b>1012</b>
2005	15	172	742	<b>929</b>
2006	19	189	701	<b>909</b>
2007	14	138	634	<b>786</b>
2008	14	116	611	<b>741</b>
2009	6	114	647	<b>767</b>
2010	13	119	594	<b>726</b>
2011	11	91	495	<b>597</b>
2012	7	100	442	<b>549</b>
2013	11	85	454	<b>550</b>
2014	12	80	436	<b>528</b>
2015	12	72	480	<b>564</b>
2016	10	87	510	<b>607</b>
2017	5	82	334	<b>421</b>
2018	10	97	323	<b>430</b>
2019	15	128	277	<b>420</b>
2020	12	108	220	<b>340</b>

#### **People Killed reduction targets for 2020**

2004 to 2008 average = 19 per annum

Year 2020 Target maximum = 11 (40% reduction)

#### **People Seriously Injured reduction targets for 2020**

2004 to 2008 average = 159 per annum

Year 2020 Target maximum = 72 (55% reduction)

## **Appendix 2**

### **Fife Child Casualty Statistics 2004 to 2020 & Reduction Targets**

<b>Year</b>	<b>Killed</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
2004	5	23	105	<b>133</b>
2005	1	22	98	<b>121</b>
2006	2	27	65	<b>94</b>
2007	0	15	71	<b>86</b>
2008	1	12	69	<b>81</b>
2009	0	20	65	<b>85</b>
2010	0	11	80	<b>91</b>
2011	0	18	60	<b>78</b>
2012	0	12	45	<b>57</b>
2013	0	2	48	<b>50</b>
2014	1	4	32	<b>37</b>
2015	1	7	34	<b>42</b>
2016	1	9	63	<b>73</b>
2017	0	13	31	<b>44</b>
2018	1	9	35	<b>45</b>
2019	0	13	34	<b>47</b>
2020	1	14	31	<b>46</b>

#### **Children Killed reduction targets for 2020**

2004 to 2008 average = 2 per annum

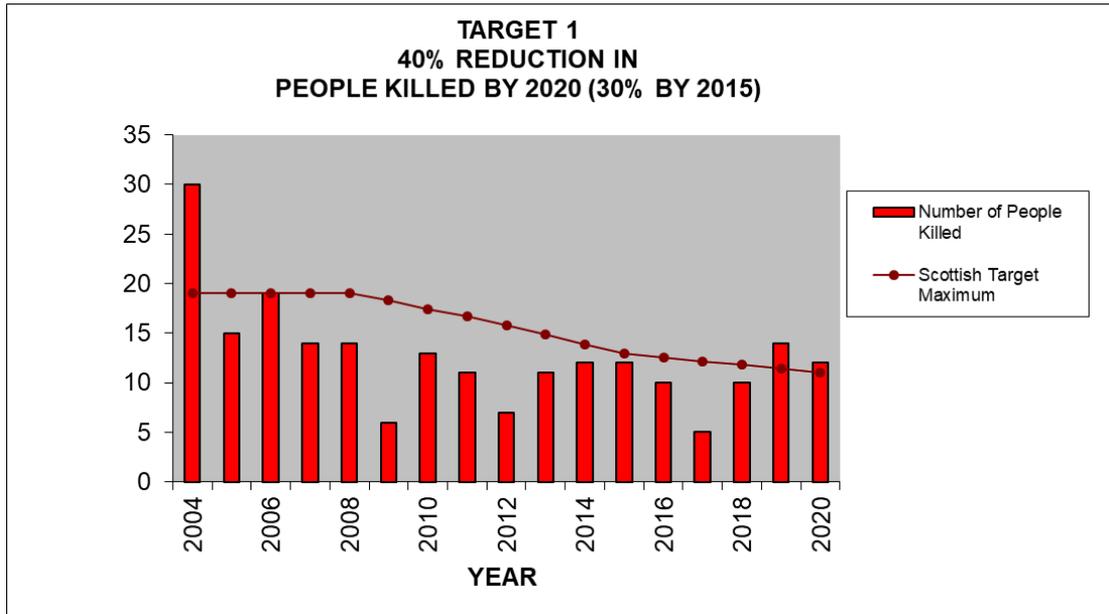
Year 2020 Target maximum = 1 (50% reduction)

#### **Children Seriously Injured reduction targets for 2020**

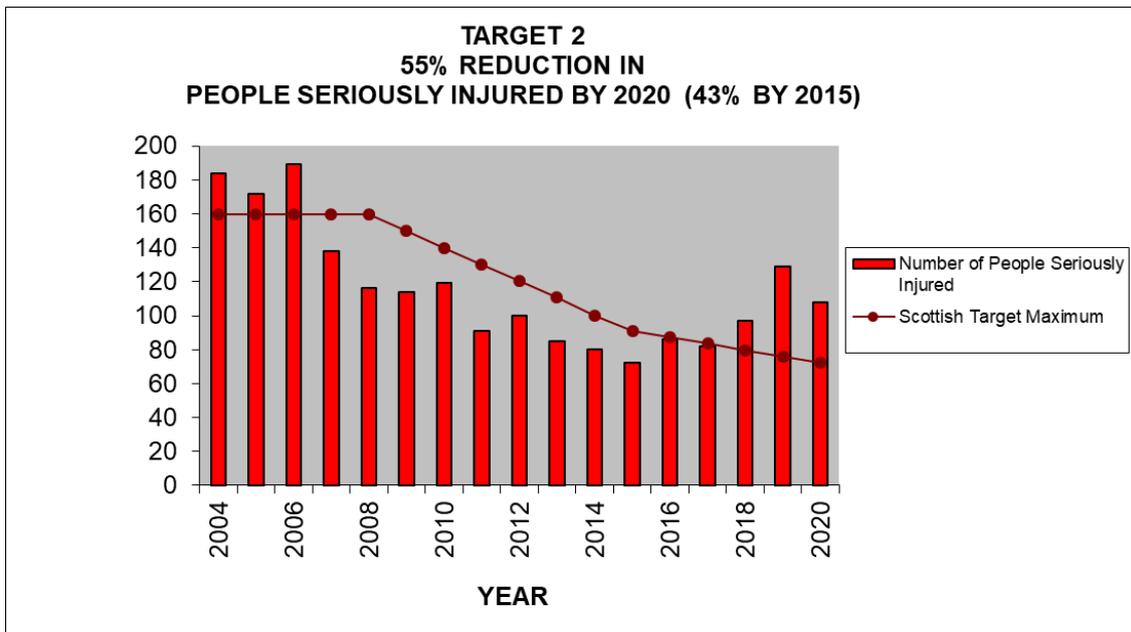
2004 to 2008 average = 20 per annum

Year 2020 Target maximum = 7 (65% reduction)

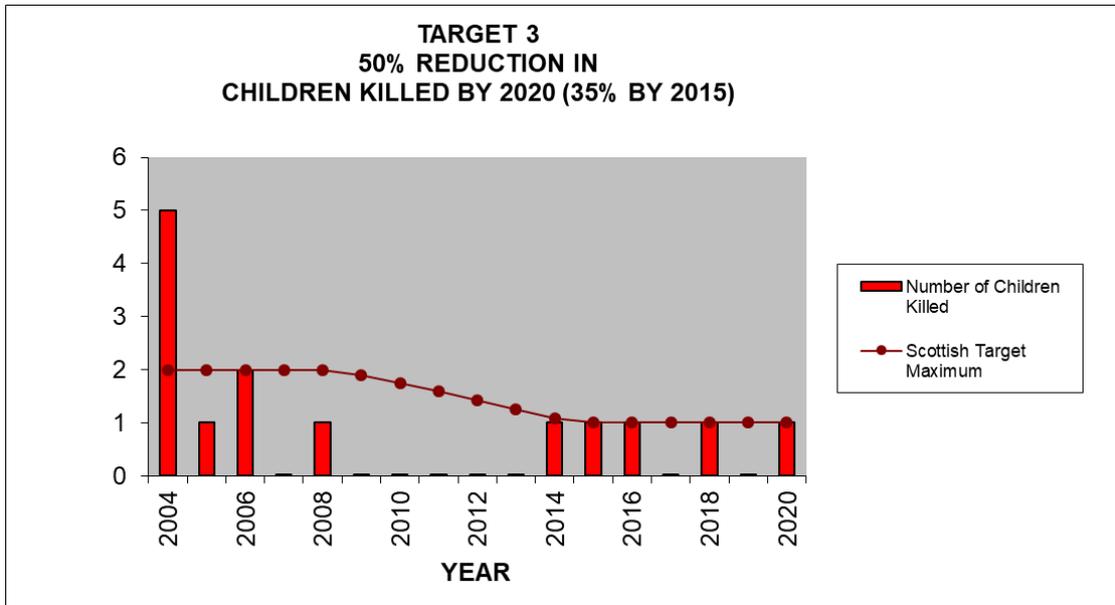
**Appendix 3**



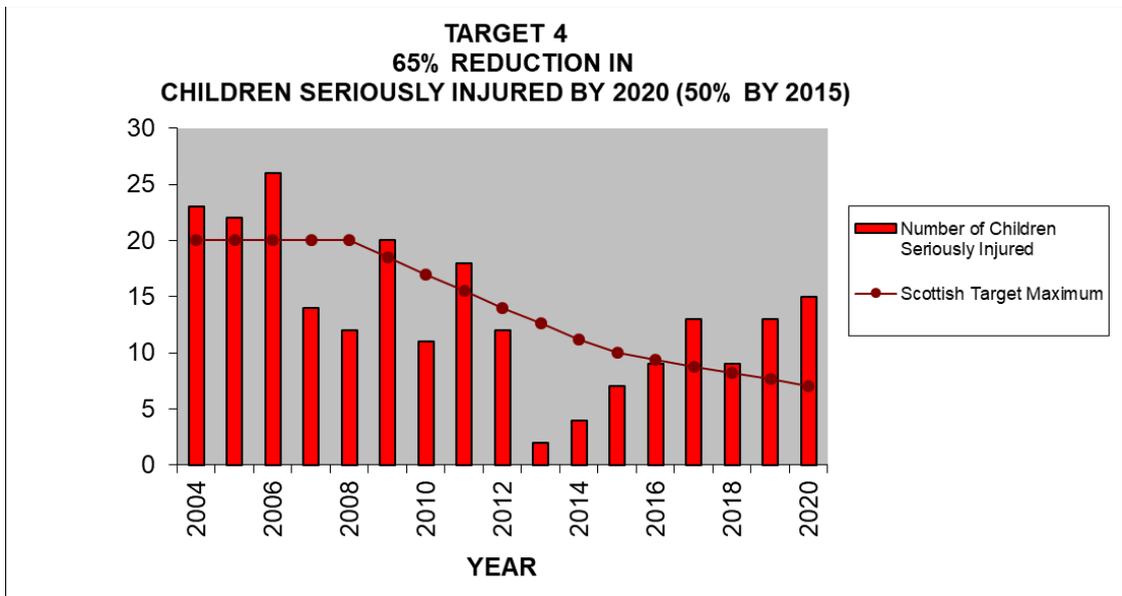
*Graph 1: Target 1 - 40% reduction in people killed by 2020*



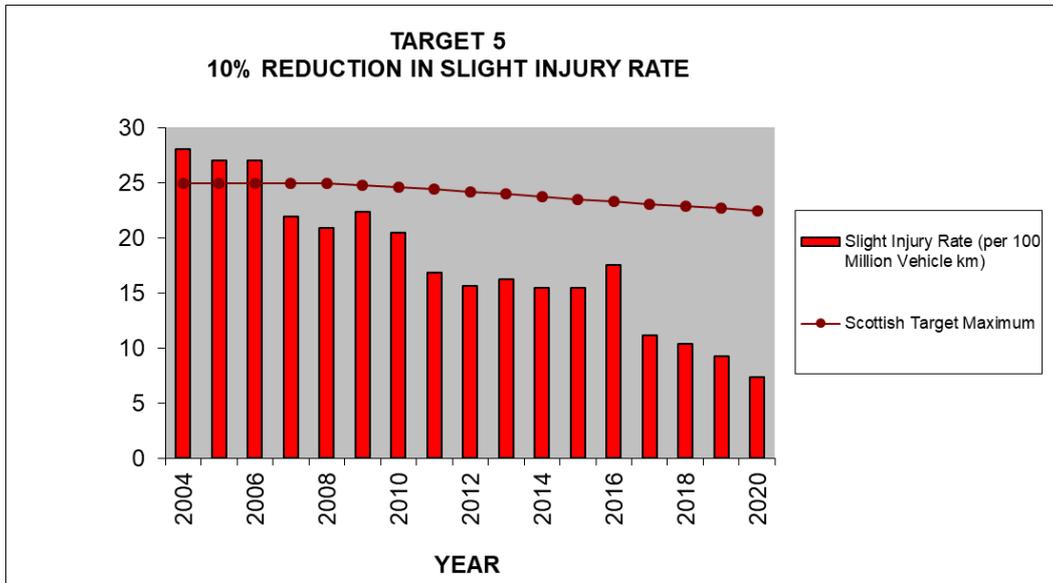
*Graph 2: Target 2 - 55 % reduction in people seriously injured by 2020*



*Graph 3: Target 3 - 50% reduction in children killed by 2020*



*Graph 4: Target 4 - 65% reduction in children seriously injured by 2020*



*Graph 5: Target 5 - 10% reduction in slight injury rate*

## Economy Tourism Strategic Planning and Transportation Sub Committee

8<sup>th</sup> April 2021

### Agenda Item No 09

<b>Title</b>	<b>Service(s)</b>	<b>Contact(s)</b>
Mid-Fife Economic Action Plan	Economy, Planning and Employability	Sandra Montador-Stewart, Peter Corbett
Response to Consultation on Draft Local Place Plans Regulations	Economy, Planning and Employability	Bill Lindsay
VisitScotland Funding Agreement	Economy, Planning and Employability	Sandra Montador-Stewart

<b>Title</b>	<b>Service(s)</b>	<b>Contact(s)</b>
Forth Bridges Area Tourism Strategy 2018-2028	Economy, Planning and Employability	Sandra Montador-Stewart
ELBF (Edinburgh, Lothians and Borders and Fife) - Update Membership	Assets, Transportation and Environment	Derek Crowe, Ian Smart
Enterprise and Environment Directorate Service Performance Report	Enterprise and Environment	Anne-Marie Fleming
Risk Based Approach to Roads Maintenance - Progress Report	Assets, Transportation and Environment	Derek Crowe, Martin Kingham
Fife Tourism and Events Strategy Annual Update	Economy, Planning and Employability	Sandra Montador-Stewart
Enterprise and Environment Revenue Monitoring Report	Enterprise and Environment, Finance and Corporate Services	Jackie Johnstone
Enterprise and Environment Capital Monitoring Report	Enterprise and Environment, Finance and Corporate Services	Jackie Johnstone
Electric Vehicle Charging Fees	Assets, Transportation and Environment	Jane Findlay, Derek Crowe
Transport Scotland Act 2019 - Update	Assets, Transportation and Environment	Derek Crowe, John Mitchell, Tony McRae

**Economy Tourism Strategic Planning and Transportation Sub Committee****8<sup>th</sup> April 2021****Agenda Item No 09**

<b>Title</b>	<b>Service(s)</b>	<b>Contact(s)</b>
Business Gateway Annual Performance Report	Economy, Planning and Employability	Pamela Stevenson, Gordon Mole
New Road & Street Work Act	Assets, Transportation and Environment	Derek Crowe
Fife Roads Conditioning Annual Report	Assets, Transportation and Environment	Derek Crowe
Revenue Monitoring Projected Outturn 2021-22	Finance and Corporate Services	Jackie Johnstone
Capital Monitoring Projected Outturn 2021-22	Finance and Corporate Services	Jackie Johnstone
Revenue Monitoring Provisional Outturn 2020-21	Finance and Corporate Services	Jackie Johnstone
Capital Monitoring Provisional Outturn 2020-21	Finance and Corporate Services	Jackie Johnstone
Revenue Monitoring Projected Outturn 2021-22	Finance and Corporate Services	Jackie Johnstone
Capital Monitoring Projected Outturn 2021-22	Finance and Corporate Services	Jackie Johnstone
Winter Gritting & Snow Clearing Review 2021	Assets, Transportation and Environment	Derek Crowe, Bill Liddle