

Wednesday, 6<sup>th</sup> October, 2021 - 2.00 p.m.

---

AGENDA

Page Nos.

- |    |  |           |
|----|--|-----------|
| 1. | <b>APOLOGIES FOR ABSENCE</b>   |           |
| 2. | <b>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. |           |
| 3. | <b>MINUTE</b> – Minute of Meeting of Cowdenbeath Area Committee of 18th August, 2021   | 3 – 7     |
| 4. | <b>CLD SUMMER PROGRAMME AND ENHANCED SUMMER PROGRAMME 2021</b> – Report by the Head of Communities & Neighbourhoods  | 8 – 19    |
| 5. | <b>PETITION – EMERGENCY TRO TO CLOSE SCHOOL LANE DURING THE PEAK TIMES</b>   |           |
|    | (a) <b>Petition</b> - submitted containing 36 signatures relating to the Emergency TRO to close School Lane during peak times.   | 20 – 81   |
|    | (b) <b>Service Response to Petition</b> - Report submitted from the Head of Assets, Transportation and Environment.  | 82 - 84   |
| 6. | <b>OBJECTION TO SPEED CUSHIONS – C26 FORDELL AND COALEDGE</b> – Report by the Head of Assets, Transportation and Environment   | 85 - 98   |
| 7. | <b>PROPERTY TRANSACTIONS</b> – Report by the Head of Assets, Transportation and Environment  | 99 - 100  |
| 8. | <b>COWDENBEATH AREA COMMITTEE FORWARD WORK PROGRAMME</b>   | 101 - 102 |
| 9. | <b>PUBLIC QUESTIONS</b> – The following questions have been submitted by the public in terms of Standing Order No. 6.1, from Mr Paul McGownan, resident of Lochgelly.  |           |

**Question 1**

It is noted that in the minutes of the Cowdenbeath Area Committee, dated the 29th March 2017, that:

*“The Area Committee welcomes the decision by the administration to create an Active Leisure Fund of £500,000 for the Cowdenbeath Area, as agreed at the Executive Committee on 28th March, 2017 and agree that it be allocated as follows:-extract-*

- *£150,000 Lochgelly Public Play Park”*

Can./

Can the area committee confirm if these monies were allocated to Lochgelly Public Park and what monies have been spent from this fund?

Can the area committee also confirm if this £150k is separate to the £120k allocated to the park from the Lomond Housing Section 75 agreement?

Finally, can the area committee confirm what improvements have taken place at Lochgelly Public Park (excluding the skatepark and fenced games area), since the funding became available?

## **Question 2**

It is noted that in the minutes of the Cowdenbeath Area Committee, dated the 16th June 2021, that:

*“227. SAFER COMMUNITIES TEAM UPDATE REPORT - The Committee considered a report by the Head of Housing Services, providing an update on the operational activity of the Safer Communities Team within the Cowdenbeath Committee area during the 12 month period from 1 April 2020 to 31 March 2021.*

## **Decision**

*The Committee:-(2) agreed that a workshop be arranged to allow members to input to the development of a plan to deal with recent anti-social issues arising in Lochgelly.”*

Can the area committee confirm when the workshop will (or has been) arranged?

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

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

Fife House  
North Street  
Glenrothes  
Fife, KY7 5LT

29<sup>th</sup> September, 2021

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

Agendas and papers for all Committee meetings can be accessed on  
[www.fife.gov.uk/committees](http://www.fife.gov.uk/committees)

**THE FIFE COUNCIL - COWDENBEATH AREA COMMITTEE – REMOTE MEETING**

**18<sup>th</sup> August, 2021**

**2.00 p.m. – 4.45 p.m.**

**PRESENT:** Councillors Linda Erskine (Convener), Alistair Bain, Alex Campbell, Gary Guichan, Rosemary Liewald, Mary Lockhart, Lea McLelland and Darren Watt.

**ATTENDING:** Vicki Connor, Co-ordinator (Programme and Financial Management), Keith Johnston, Technician Engineer - Traffic Management (South Fife), Ian Jones, Lead Consultant, Network Management, Assets Transportation and Environment, Roads and Transportation Services; Gary Daniell, Team Manager (Community Development), Sarah Roxburgh, Community Manager (Cowdenbeath Area), Communities and Neighbourhoods; David Thomson, Customer Experience Lead Officer / SPSO Liaison Officer, Customer and Online Services; Michelle Hyslop, Committee Officer, Legal and Democratic Services.

**ALSO ATTENDING:** Tom Ewing, Cowden in the Community, (Central Park Community Trust).

Prior to the commencement of the formal Committee business, Councillor Erskine extended her thanks to Lorraine Mullen and her team for their invaluable work within the Lochgelly area and commended her on receiving a medal from the Lord Lieutenant.

**235. DECLARATIONS OF INTEREST**

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

**236. MINUTE OF COWDENBEATH AREA COMMITTEE OF 16TH JUNE, 2021**

The Committee considered the minute of the meeting of the Cowdenbeath Area Committee of 16<sup>th</sup> June, 2021.

**Decision**

The Committee agreed to approve the minute.

**237. PRESENTATION - THE CENTRAL PARK COMMUNITY TRUST**

The Committee considered a presentation by Mr Tom Ewing (Central Park Community Trust) relating to Cowden in the Community.

**Decision**

The Committee welcomed and noted the presentation and thanked Mr Ewing for his contribution within the local area.

**238./**

**238. PROPOSED ROAD ADOPTIONS - COWDENBEATH**

The Committee considered a report by the Head of Assets, Transportation and Environment seeking approval to promote the adoption of a section of carriageway and some footpaths at Johnston Park, Cowdenbeath.

**Decision**

The Committee agreed to the promotion of the adoption under Section 1 of the Roads (Scotland) Act 1984.

**239. AREA ROADS PROGRAMME 2020-21 - FINAL REPORT**

The Committee considered a report by the Head of Assets, Transportation and Environment advising members on the delivery of the 2020-21 Area Roads Programme (ARP) for the Cowdenbeath Area.

**Decision**

The Committee noted and commented on the contents of the report.

**240. OBJECTIONS TO SPEED CUSHIONS – B981 CARDENDEN ROAD, CLUNY**

The Committee considered a report by the Head of Assets, Transportation and Environment asking members to consider the objections to the proposed speed cushions on the B981, Cardenden, Cluny.

**Decision**

The Committee: -

1. refused the recommendation contained in the report, to set aside the objections, allowing officers to proceed with the construction of the proposed traffic calming measures;
2. requested that officers undertake further consultations with ward Councillors and residents to consider other traffic calming options available; and
3. noted that a report detailing further options would to brought back to committee for consideration.

**241. COMPLAINTS UPDATE**

The Committee considered a report by the Executive Director of Communities which provided members with an overview of complaints received for the year from 1 April, 2020 to 31 March, 2021, for the Cowdenbeath area.

**Decision**

The Committee noted the service response statistics and improvements made in relation to complaints for the Cowdenbeath area as detailed in the report.

**242./**



**242. CHRISTMAS 2020 AND EASTER 2021 HOLIDAY PROVISION – CAFÉ INC TO GO**

The Committee considered a report by the Head of Communities and Neighbourhoods which provided members with a summary of the Cafe Inc To Go provision during the Christmas Holidays 2020 and the Easter Holidays 2021 for the Cowdenbeath area.

**Decision**

The Committee noted and commented on the contents of the report.

**243. PROPERTY TRANSACTIONS**

The Committee considered a report by the Head of Assets, Transportation and Environment advising members of action taken using the list of officer powers in relation to property transactions.

**Decision**

The Committee noted the content of the report.

**244. COWDENBEATH AREA COMMITTEE FORWARD WORK PROGRAMME**

**Decision**

The Committee noted the draft forward work programme for the Cowdenbeath area Committee.

**245. PUBLIC QUESTIONS**

Questions were submitted (in terms of Standing Order No 6.1.) by Mr Tom Kinnaird, resident of Benarty.

**Question 1**

Following the conclusion of the Glenraig/Lochgelly boundary campaign, and an agreement of where Lochgelly ends and Glenraig begins, I requested that the Glenraig and Lochgelly signposts be relocated to reflect the decision. I was told that this would be done when resources became available. Can we look forward to these signs being moved to their new locations soon?

**Response**

We note the changes to the Community Council Boundaries between Glenraig and Lochgelly. However, as the settlement boundaries have not changed, we will not be making any changes to the settlement signage.

**Question 2./**

## **Question 2**

At the inaugural meeting of the Friends of Lochore Meadows (FOLM) back in 2018, the then Cowdenbeath Area Manager Kevin Sayer was asked if the available park funding pot of £750'000 had been allocated to projects in the park, and answered that it had not and that it was available to be spent on whichever projects the new board saw fit and that additional match funding could be sought in order to make the funding go much further. That triggered discussion and it was agreed that public consultations would be required in order to validate suggestions around which projects were favoured by the surrounding local communities.

Only two public consultations were carried out however, the Benarty Matters Facebook Poll, and later, the FOLM carried out a park visitor survey. The results of those are on file for anyone who wishes to see them, but for the sake of brevity, the top 5 suggestions in each were as follows;

### **Benarty Matters Facebook Poll**

1. New inclusive play areas
2. Camping and caravan facilities
3. Fishing piers and a trout hatchery
4. Extend the beach
5. Refurbishment of the Mary Pit Monument

### **FOLM Visitor Survey**

1. Improve the café
2. Improve the playpark
3. Provide more water sports
4. Provide additional toilets outside
5. Bring back fishing, restock and offer child fishing tuition.

These are all good suggestions and as you can see, there are two suggestions in the top 5 of each set of results which are similar, the play area modernisation and the request to restore the trout fishing. Bearing that in mind then, and the fact that the Cowdenbeath Area Committee hold the power of veto over any decisions the FOLM group makes, can the Committee explain why they took the decision not to break up the funding into smaller seeding packets and seek match funding for each project and instead blow the lot in one go by allocating £500'000 to the play park and £250'000 to an external organisation in order to fund an extension to the new Lochore Meadows Golf Clubhouse?

## **Response**

The play experience will incorporate inclusive play equipment to enhance the offer as a destination venue. This will complement the Visitor Centre which already has an extensive café offer and high-quality toilet facilities servicing the customer experience at Lochore Meadows County Park (LMCP). It is noted that LMCP has attracted increased visitor number over the last few years, and this also highlights the importance of having high quality outdoor destination venues.

The./

The play experience is a key component to this, and the design and development of the facility has to meet this aspiration, incorporating inclusive play equipment for children with specific complex needs. This has to be a priority to ensure the sustainability of the facility and will have a positive impact on the health and wellbeing of children and contribute to the local economy by attracting a customer base from a wider geographical area.

Developing such a project is complex and will require significant funds to deliver. £500K has been allocated to the project which will hopefully attract external match funding. NHS Fife and Friends of Lochore Meadows (FoLM) will consider funding applications for the project. The final design of the project will be shared for on-site consultation to allow for community and customer feedback on the scheme before finalising with key stakeholders such as FoLM and the NHS.

#### Smaller projects

To allocate the funding to many small projects will not have the same impact as an investment in a larger project the latter of which will be more high profile. The capital allocation cannot be used for revenue projects such as restocking the loch for trout fishing, providing water sports & tuition programmes. These are development programmes and should be discussed with the respective departments and partners.

#### Other projects (£250k)

As far as we are aware, there is no specific project allocated to utilise this funding and it will be for the Cowdenbeath Area to decide on how best to use the funding.

#### **Decision**

The Committee noted the questions submitted by Mr Tom Kinnaird and the respective responses.

6<sup>th</sup> October 2021

Agenda Item No. 4

---

## **CLD Summer Programme and Enhanced Summer Programme 2021**

---

Report by: Paul Vaughan, Head of Communities & Neighbourhoods

---

Wards Affected: Ward Nos 7 & 8

---

### **Purpose**

---

To provide a summary of the CLD Summer Programme in the Cowdenbeath area and Enhanced Summer (Active Fife) programme 2021.

### **Recommendation(s)**

---

The committee are asked to note the content of the report.

### **Resource Implications**

---

There are no additional resource implications arising from this report.

### **Legal & Risk Implications**

---

There are no legal or risk implications arising from the implementation of this proposal.

### **Impact Assessment**

---

An EqlA has not been completed as there are no proposed changes or revisions to existing policies.

### **Consultation**

---

Consultation with young people via youth work projects, community food projects and online delivery.

## 1.0 Background

---

- 1.1 The Cowdenbeath Area Committee approved a budget of £40,000 in June 2021 for the provision of CLD activity programmes during the summer 2021, October 2021 and Easter 2022 school holidays.
- 1.2 This funding is provided to create innovative and engaging programmes for young people engaged in our youth work programmes and activities and to encourage wider engagement with the community.
- 1.3 The programmes offered during summer 2021 were designed in accordance with restrictions in place at the time. The national guidance was update on 9<sup>th</sup> August and the latest version can be found [HERE](#).
- 1.4 The Community Development Team prepared an outline for each area which balanced the need to engage young people in activity and manage the requirements to keep them safe, using the outdoors for delivery wherever possible. Many young people were cautious about returning to a group work setting after 18 months of varied restriction.

## 2.0 CLD Summer Programme - Overview

---

- 2.1 With support from the Area Committee, Community Learning and Development staff have, over many years, established a programme of youth work activities during school holidays. Given the challenging circumstances faced by young people across the last 18 months, the resumption of this activity during July and August 2021 needed to take a different approach. Staff were re-assured that they would be supported to do what was necessary to engage with young people who may be reluctant to get involved and that the focus of the programme was on re-starting the provision, shortly after our term time provision re-commenced. The number of opportunities on offer was within our control, the number of participants was influenced by a wide range of external factors.
- 2.2 Community Education Workers and youth work staff have supported a wide variety of projects during the pandemic response and they have utilised their core skills to great effect. Year round, we offer a multitude of opportunities for young people and families to participate, engage, develop, and choose activities which provide the chance to learn new skills, connect with peers, manage their experiences, and have fun. More information on the importance and efficacy of the youth work approach can be found in the research report [The Impact of community based Universal Youth Work in Scotland](#).
- 2.3 Overall, our CLD team supported over 3,000 attendances at programmes in community centres and local venues, delivered by staff and volunteers known to participants as they work with them year-round in youth clubs, sport sessions, civic engagement, and community food projects. Further information on the sessions offered in each area can be found in sections 3.0 to 8.0
- 2.4 In addition, an additional 1,506 attendances were supported by Active Fife and Game On focussing on the provision of sport and physical activity in community-based venues. Further information on the sessions offered by these partners can be found in sections 9.0 and 10.0.

- 2.5 Combined, more than 4,500 attendances were achieved during the 7-week summer holiday period from July – August 2021 in the Cowdenbeath area – comprising of playschemes, outdoor activity, sport and physical activity, art, music, day trips, play and drop-in sessions.

## 3.0 Kelty

---

- 3.1 Scott Meikle (Community Education Worker) and the Kelty Centre Youth Work Team developed a programme to provide opportunities for young people across the holidays, utilising the space within the centre, external sports areas, and the natural environment nearby.
- 3.2 Programme information from the Kelty area:

Activity	Date	No. of attendances
Beach BBQ Ravenscraig	01.07.21	13
Friday Night at the Meedies	02.07.21	8
White Water Rafting	08.07.21	8
Friday Night at the Meedies	09.07.21	8
Fife Wide Treasure Hunt	15.07.21	13
Friday Night at the Meedies	16.07.21	8
Aqua PARK	22.07.21	12
Friday Night at the Meedies	23.07.21	8
M&Ds	29.07.21	13
Friday Night at the Meedies	30.07.21	8
Blair Drummond Safari Park	05.08.21	13
Friday Night at the Meedies	06.08.21	8
Beach BBQ Ravenscraig	12.08.21	7
Friday Night at the Meedies	13.08.21	8
Playscheme Block 1 (15 days)	Wk 1-3	270
Playscheme Block 2 (10 days)	Wk 4-5	180
Playscheme Block 3 (10 days)	Wk 6-7	180
<b>Total Attendances</b>		<b>765</b>

## 4.0 Cardenden

---

- 4.1 Margaret King (Community Education Worker) and the Cardenden Youth Work Team provided an extensive programme of activity for young people which was based on the views of young people and a detailed knowledge and understanding of the community and previous programmes.
- 4.2 Programme information from the Cardenden area:

Activity	Date	No. of attendances
Dunfermline Glen	30.06.21	25
Beveridge Park	07.06.21	25

Edinburgh Zoo	14.07.21	25
Ravenscraig beach	01.07.21	12
Friday Night at the Meedies	02.07.21	6
Splash, Aberfeldy	08.07.21	8
Friday Night at the Meedies	09.07.21	8
Treasure hunt	15.07.21	9
Friday Night at the Meedies	16.07.21	7
Aqua Park, Dundee	22.07.21	13
Friday Night at the Meedies	23.07.21	8
M&Ds	29.07.21	12
Friday Night at the Meedies	30.07.21	8
Safari Park	05.08.21	13
Friday Night at the Meedies	06.08.21	8
Flip Out	10.08.21	12
Bowhill Barbecues x 3	Jul & Aug	31
Ravenscraig beach	12.08.21	14
Friday Night at the Meedies	13.08.21	11
Playscheme Wk 1		112
Playscheme Wk 2		104
Playscheme Wk 3		98
<b>TOTAL ATTENDANCES</b>		<b>569</b>

## 5.0 Benarty

---

- 5.1 Euan Connelly (Community Education Worker) and the youth work team designed a flexible and engaging programme which was based on the activities young people and families requested. Sessions were offered five days a week across all age groups.
- 5.2 Programme information from the Benarty area:

Activity	Date	No. of attendances
Benarty Young Stars (Under P5)	Week 1 - Tue	12
Benarty Young Stars (Under 5's)	Week 1 Tues	10
Summer Play Team	Week 1 Mon - Fri (pm)	60
Senior Activity Programme	Week 1 Tue & Thurs	14
Family Activity Programme	Week 1 - Fri (pm & eve)	11
Friday Night at the Meedies	Week 1 -Fri (eve)	9
<b>Benarty Young Stars (Under P5)</b>	<b>Week 2 - Tue</b>	<b>10</b>
<b>Benarty Young Stars (Under 5's)</b>	<b>Week 2 Tues</b>	<b>9</b>
<b>Summer Play Team</b>	<b>Week 2 Mon - Fri (pm)</b>	<b>45</b>
<b>Senior Activity Programme</b>	<b>Week 2 Tue &amp; Thurs</b>	<b>12</b>
<b>Family Activity Programme</b>	<b>Week 2 - Fri (pm &amp; eve)</b>	<b>9</b>
<b>Friday Night at the Meedies</b>	<b>Week 2-Fri (eve)</b>	<b>10</b>
Benarty Young Stars (Under P5)	Week 3 - Tue	10
Benarty Young Stars (Under 5's)	Week 3- Tues	9

Summer Play Team	Week 3 Mon - Fri (pm)	55
Senior Activity Programme	Week 3 Tue & Thurs	10
Family Activity Programme	Week 3 - Fri (pm & eve)	9
Friday Night at the Meedies	Week 3 -Fri (eve)	8
<b>Benarty Young Stars (Under P5)</b>	<b>Week 4 - Tue</b>	<b>12</b>
<b>Benarty Young Stars (Under 5's)</b>	<b>Week 4 Tues</b>	<b>11</b>
Summer Play Team	Week 4 Mon - Fri (pm)	48
Senior Activity Programme	Week 4 Tue & Thurs	12
Family Activity Programme	Week 4 - Fri (pm & eve)	9
Friday Night at the Meedies	Week 4-Fri (eve)	8
Benarty Young Stars (Under P5)	Week 5 - Tue	12
Benarty Young Stars (Under 5's)	Week 5 Tues	14
Summer Play Team	Week 5 Mon - Fri (pm)	50
Senior Activity Programme	Week 5 Tue & Thurs	9
Family Activity Programme	Week 5 - Fri (pm & eve)	10
Friday Night at the Meedies	Week 5-Fri (eve)	8
<b>Benarty Young Stars (Under P5)</b>	<b>Week 6 - Tue</b>	<b>10</b>
<b>Benarty Young Stars (Under 5's)</b>	<b>Week 6 Tues</b>	<b>10</b>
Summer Play Team	Week 6 Mon - Fri (pm)	45
Senior Activity Programme	Week 6 Tue & Thurs	11
Family Activity Programme	Week 6 - Fri (pm & eve)	9
Friday Night at the Meedies	Week 6-Fri (eve)	10
Benarty Young Stars (Under P5)	Week 7 - Tue	9
Benarty Young Stars (Under 5's)	Week 7 Tues	12
Summer Play Team	Week 7 Mon - Fri (pm)	40
Senior Activity Programme	Week 7 Tue & Thurs	0
Family Activity Programme	Week 7 - Fri (pm & eve)	0
Friday Night at the Meedies	Week 7 -Fri (eve)	0
<b>TOTAL ATTENDANCES</b>		<b>671</b>

## 6.0 Lochgelly

---

- 6.1 Lorraine Mullen (Community Education Worker) and the Lochgelly Youth Work Team developed a programme to provide engaging and innovative youth work activity despite not having a fully opened venue for provision to take place in.
- 6.2 Programme information for the Lochgelly area:

Activity	Date	No. of attendances
Junior Playscheme	Wk 1 (Mon - Fri)	78
Senior Activity	Wk 1 - Tue	8
Senior Activity	Wk 1 - Thurs	20
Drop In	Wk 1 - Fri	15
Friday Night at the Meedies	Wk 1 - Fri (eve)	10
<b>Junior Playscheme</b>	<b>Wk 2 (Mon - Fri)</b>	<b>58</b>



<b>Senior Activity</b>	<b>Wk 2 - Tue</b>	<b>8</b>
<b>Senior Activity</b>	<b>Wk 2 - Thurs</b>	<b>31</b>
<b>Drop In</b>	<b>Wk 2 - Fri</b>	<b>18</b>
<b>Friday Night at the Meedies</b>	<b>Wk 2 - Fri (eve)</b>	<b>10</b>
Junior Playscheme	Wk 3 (Mon - Fri)	57
Senior Activity	Wk3 - Tue	5
Senior Activity	Wk 3 - Thurs	20
Drop In	Wk 3 - Fri	18
Friday Night at the Meedies	Wk 3 - Fri (eve)	10
<b>Junior Playscheme</b>	<b>Wk 4 (Mon - Fri)</b>	<b>52</b>
<b>Senior Activity</b>	<b>Wk 4 - Tue</b>	<b>4</b>
<b>Senior Activity</b>	<b>Wk 4 - Thurs</b>	<b>18</b>
<b>Drop In</b>	<b>Wk 4 - Fri</b>	<b>35</b>
<b>Friday Night at the Meedies</b>	<b>Wk 4 - Fri (eve)</b>	<b>10</b>
Junior Playscheme	Wk 5 (Mon - Fri)	57
Senior Activity	Wk 5 - Tue	0
Senior Activity	Wk 5 - Thurs	27
Drop In	Wk 5 - Fri	16
Friday Night at the Meedies	Wk 5 - Fri (eve)	7
<b>Junior Playscheme</b>	<b>Wk 6 (Mon - Fri)</b>	<b>0</b>
<b>Senior Activity</b>	<b>Wk 6 - Tue</b>	<b>7</b>
<b>Senior Activity</b>	<b>Wk 6 - Thurs</b>	<b>19</b>
<b>Drop In</b>	<b>Wk 6 - Fri</b>	<b>20</b>
<b>Friday Night at the Meedies</b>	<b>Wk 6 - Fri (eve)</b>	<b>13</b>
Junior Playscheme	Wk 7 (Mon - Fri)	0
Senior Activity	Wk 7 - Tue	8
Senior Activity	Wk 7 - Thurs	25
Drop In	Wk 7 - Fri	0
Friday Night at the Meedies	Wk 7 - Fri (eve)	14
<b>TOTAL ATTENDANCES</b>		<b>698</b>

## 7.0 Maxwell Data

---

7.1 Jen Knight (Community Education Worker) and the Maxwell Centre Youth Work Team develop a varied programme to re-start and re-establish youth work activity in the Cowdenbeath area. Space at the Maxwell Centre has been utilised for community food provision and the Asymptomatic Test Centre so this programme was designed to use available space, local facilities, and the outdoors as much as possible. Emphasis was placed on detached youth work to engage young people in developing future programmes.

7.2 Programme information from the Cowdenbeath area:

Activity	Date	No. of attendances
Mad Max Kids	12th July	18
Mad Max Seniors	13th July	3

Mad Max Kids	14th July	24
Mad Max Seniors	15th July	5
Mad Max Seniors	20th July	4
Mad Max Kids	21st July	18
Mad Max Seniors	22nd July	4
Mad Max Kids	26th July	18
Mad Max Seniors	27th July	0
Mad Max Kids	28th July	10
Mad Max Kids	2nd August	8
Mad Max Kids	4th August	12
Detached Youth Work	28th June	18
	13th July	22
	16th August	22
<b>TOTAL ATTENDANCES</b>		<b>186</b>

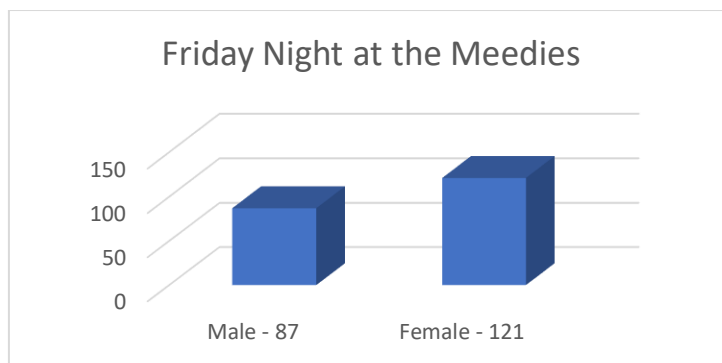
## 8.0 Schools Summer Programme

---

- 8.1 Mary Brogan (Community Education Worker in schools) provided a programme based on her ongoing work with young people in an educational setting in the Cowdenbeath area. This work builds on the relationships Mary has established with school staff but, more importantly, with young people who have trouble in managing a traditional educational environment.
- 8.2 The programmes offered as part of this work is specific and focussed, working with smaller groups of young people, utilising the outdoors and experiential learning to engage. They offer experiences to support reflection and work with young people to identify coping strategies and support, sustain their educational experience and practically help their transitions within school and the community.

Activity	Date	No. of attendances
Health & Well-Being Programme - Beath High	14 dates across 7 weeks	112
Health & Well-Being Programme - Lochgelly High	14 dates across 7 weeks	98
Friday Night @ Meedies	7 dates across 7 weeks	208
<b>TOTAL ATTENDANCES</b>		<b>418</b>

- 8.4 It should be noted that the figure of 208 for 'Friday Night at the Meedies' is a collated figure from all areas. Mary Brogan supports and co-ordinates this programme and it is a central part of our offering to young people across the committee area. Mary has provided a breakdown of the gender split for this activity:



- 8.5 There is a perception that young women may not be willing to engage with sport and physical activity, particularly using the outdoors. However, across our programmes and demonstrated by attendances at the 'Friday Night at the Meedies' sessions, evidence demonstrates that the relationships with our Community Education staff reduce barriers to young women taking part. We plan to explore this in more detail using the management information from Cognisoft later in the year.
- 8.6 The provision of an activity is only part of the picture but often (and especially after the pandemic restrictions creating uncertainty and anxiety for young people) the young people who would benefit the most from working with us need a greater degree of 'hand holding' to be able to do so. The 'Friday Night at the Meedies' programme is well established at Lochore Meadows Country Park and this method of co-operative delivery shows the benefit of our youth work approach - blending skilled practitioners offering a multiplicity of opportunities to a client group they have long-term and meaningful professional relationships with.

## 9.0 Enhanced Summer Programme (Active Fife)

- 9.1 Area Teams were approached by Education and Children's Services shortly before the summer holidays started with the offer of additional funding provided by the Scottish Government to develop activities for a range of young people to begin restoring health and well being following the pandemic restrictions. The criteria for these programmes can be found in Appendix 1.
- 9.2 The focus of this work was to enhance existing provision so a working group or partners – Community Development, Community Use and Active Fife – developed a proposal for a range of activities in local venues that children, young people, and families could take part in free of charge during the summer break.
- 9.3 The funding for this project is distinct from the funding provided by the Area Committee for the CLD Summer Programme but has been included in this report to demonstrate how various Fife Council staff developed, promoted, and delivered a wide range of activities using local venues.
- 9.4 Information on the enhanced summer programme:

Activity	Date	No. of Participants
Multi-Sport Sessions	7 Weeks	162
Football	7 Weeks	48
Active Families	7 weeks	60
Cycling at Fife Cycle Track	36 sessions	757
Water Activities (LMCP)	7 weeks	263
Learn To Swim (Lochgelly High)	4 weeks	32

All Ability Cycling	7 weeks	86
<b>TOTAL ATTENDANCES</b>		<b>1408</b>

## 10.0 'Game On' Five-a-side partnership with CRT

---

- 10.1 'Game On' is the Coalfield Regeneration Trust's Sport for Change Programme which, through direct delivery of sport-based activity helps people in coalfield communities gain new skills, achieve qualifications, find work and become more active.
- 10.2 The programme operates during term time on Friday evenings in Cowdenbeath Leisure Centre and Lochgelly High School – offering young people the chance to engage in football related activity at a key time that young people have requested provision. The funding for this work does not cover school holiday periods so we asked 'Game On' if they would be able to offer a provision in the area throughout the summer holidays, including expanding the provision if possible. As a result, the sessions at Cowdenbeath Leisure Centre and Lochgelly High School continued and an additional provision was extended to include Kelty Centre and Bowhill using 3G surfaces. None of the 23 sessions would have taken place without this funding being made available. The sessions proved popular across the area and we are currently exploring the potential to continue this in future school holidays and expand the provision to include Benarty.
- 10.3 Information on the programme:

Activity	Date	No. of Participants
Five-A-Side	23 x 2hr sessions	98

## 11.0 Conclusion

---

- 11.1 The data included in this report can go some way to highlighting the breadth of work that has taken place to support young people and families in the community during the summer holidays.
- 11.2 We have compiled a short video to provide more insight into the programme and way young people have developed and engaged in an expansive programme.
- 11.3 Staff are currently preparing plans for the October school holidays to build on the positive experience of summer delivery with a report to come to Area Committee combining the October 2021 and Easter 2022 activity programmes in May 2022.

List of Appendices

Appendix 1 – Enhance Summer Programme Criteria

**Report Contact:**

Gary Daniell  
Community Development Team Manager  
Telephone: 07534 579024  
E-mail: [gary.daniell@fife.gov.uk](mailto:gary.daniell@fife.gov.uk)

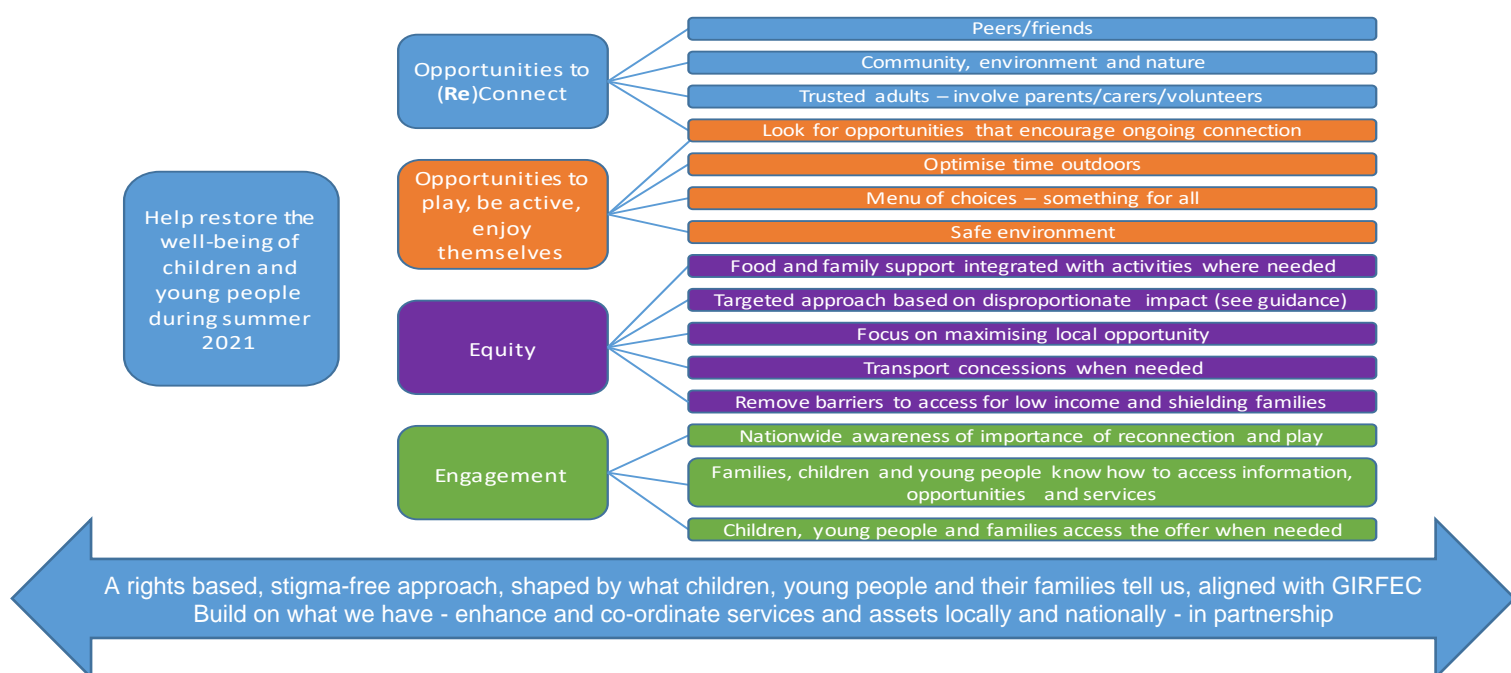
## Summer of Activities for Children and Young People in Fife – 2021

The Scottish Government have allocated £1,160,000 to Fife for the provision of activities to improve the wellbeing of children and young people during the 2021 summer holidays.

The key criteria is to **improve the wellbeing of children and young people, providing opportunities for them to socialise and reconnect with peers during the summer** through delivery of a range of activities, with food and family support integrated where needed within local communities.

The aim of this investment is to **enhance and expand any such existing work**, building on and learning from existing good practice while providing scope to innovate locally in response to what children and young people tell you would help.

The driver diagram below highlights the primary and secondary drivers that should underpin planning across the country for this summer.



These drivers clearly reflect our own **Five Ways to Wellbeing** in Fife.



The Scottish Government have highlighted several groups of children and young people that have particular wellbeing needs which require targeted support during the summer. These include:

- Children from low income households
- Children from those priority family groups identified in the Tackling Child Poverty Delivery Plan: larger families; families with a disabled child or adult; young mothers; families with children under one; and minority ethnic families
- Children from families who have been shielding during the pandemic and whose ability to engage in activities and socialise will have been very limited
- Children with a disability or additional support need
- Care experienced children and young people
- Young carers
- Children in need of protection
- Children supported by a child's plan
- Children who have undergone significant transitions during lockdown or will experience them this year, including starting in ELC, starting primary school, moving to secondary school and leaving school.





## PETITION SUBMISSION FORM

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

### Details of principal petitioner submitting the petition

Please enter your name and the organisation you represent (if applicable). Include a contact address to which correspondence may be sent, a contact telephone number and e mail address if available so that we can contact you with any queries.

Name: [REDACTED], ON BEHALF OF  
DENEND PS PARENT COUNCIL

Address: [REDACTED]

Postcode: [REDACTED]

Tel No: [REDACTED]

E mail: [REDACTED]

Title of the  
Petition

EMERGENCY TRO TO CLOSE SCHOOL LANE  
DURING THE PEAK TIMES.

**Petition Statement** - Please state (in no more than 250 words) what action the Petitioner wishes the Council to take. If you require you can attach a typed sheet to this form with the detail.

SINCE WE ARE AWARE THAT FOR SEVERAL YEARS THERE HAVE BEEN SEVERAL NEAR MISSES ON SCHOOL LANE AS CHILDREN ARE COMING INTO AND OUT OF DENEND PS WITH CARS MANOEUVRING IN THE NARROW LANEWAY AT THE SAME TIME. WE BELIEVE THAT THE SITUATION HAS WORSENED RECENTLY WITH NEAR MISSES OCCURRING ALMOST EVERY DAY

THERE HAVE ALSO BEEN OCCASSIONS WHEN DRIVERS ON 'THE SCHOOL RUN' HAVE BLOCKED RESIDENTS' CARS AND THE RESIDENTS HAVE BEEN SUBJECTED TO HARASSMENT AND VERBAL AGGRESSION

THIS PETITION IS TO REQUEST AN EMERGENCY TRO TO CLOSE SCHOOL



Cont.

LANE DURING THE 'SCHOOL RUN', SIMILAR TO PROCEDURES PUT IN PLACE BY EDINBURGH & ANGUS COUNCILS TO PROTECT CHILDREN'S SAFETY.

THE CLOSING OF THE STREET WOULD BE JUST 30 MIN. BEFORE AND ~~15~~ 15 MIN AFTER THE SCHOOL START/END TIME. WE ARE REQUESTING THIS TO BE CONSIDERED AN EMERGENCY SO IT CAN BE PUT IN PLACE AS A PILOT RATHER THAN WAIT FOR SEVERAL MONTHS FOR THE 'NORMAL' TRO PROCESS.

THE TRO COULD ALSO ALLOW FOR ACCESS BY EMERGENCY AND OTHER SERVICE VEHICLES AS HAS BEEN ALLOWED IN EDINBURGH AND ANGUS.

**Action taken (if any) to resolve issues of concern before submitting the petition**

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

Please enter below details of any individuals or organisations approached. Copies of correspondence, including any responses, should be attached.

This information will be made available when this Petition is considered.

NEAR MISSES HAVE BEEN REPORTED TO SAFER COMMUNITIES BY PARENTS. [REDACTED] (HEADTEACHER) HAS ALSO FORMALLY REQUESTED THAT PARENTS DO NOT DRIVE ONTO SCHOOL LANE AND HAS ALSO SENT A TEXT TO ALL PARENTS/CARERS WITH NO AVAIL.

DENVED PS PARENT COUNCIL HAS ALSO HAD POSTS ON OUR FACEBOOK PAGE ASKING PARENTS /CARERS NOT TO DRIVE DOWN THE STREET, AGAIN WITH NO SUCCESS.

ON JUNE 23RD A MEETING WITH STAKEHOLDERS (TRANSPORTATION SERVICES, POLICE SCOTLAND, LOCAL COUNCILLORS, THE HEADTEACHER, FIFE COUNCIL AREA MANAGER AND DENVED PS PARENT COUNCIL REPRESENTATIVES) TOOK PLACE TO DISCUSS POSSIBLE SOLUTIONS, AND ALTHOUGH MANY SHORT TERM ONES WERE CONSIDERED, THERE WAS NO PROPOSALS TO PREVENT DRIVERS TO COMING TO SCHOOL LANE AND THEREFORE, THE SAFETY OF THE CHILDREN WOULD REMAIN AT RISK.

### Background Information

Please note any other background information that you think we should be made aware of.

OTHER COUNCILS AROUND SCOTLAND, AS MENTIONED PREVIOUSLY EDINBURGH AND ANGUS COUNCIL, HAVE TAKEN THE DECISION OF CLOSING PARTICULAR STREETS WHERE THERE WAS A LOT OF TRAFFIC GATHERED AROUND CERTAIN SCHOOLS (9 IN EDINBURGH AND 6 IN ANGUS). AFTER SOME RESEARCH, WE HAVE FOUND THAT THESE DECISIONS TO CLOSE THE STREETS WERE MADE AFTER SEVERAL COMPLAINTS ABOUT TRAFFIC WERE RECEIVED BY THE RESPECTIVE COUNCIL.

WE BELIEVE THAT SINCE THERE'S A PRECEDENT IN SCOTLAND, THAT CAN BE USED IN FIFE TO PROTECT, ~~NOT~~ POTENTIALLY, NOT ONLY THE CHILDREN FROM DENEND PS BUT ALSO FROM OTHER SCHOOLS THAT MAY HAVE SIMILAR DIFFICULTIES WITH STREET DESIGN AND THE INTERACTION BETWEEN PUPILS AND VEHICLES.

### Other Proceedings

Please indicate the following to the best of your knowledge.

Are the issue(s) raised in the petition currently being handled or been submitted in the past as a formal complaint to Fife Council?	Yes <input type="radio"/> No <input checked="" type="radio"/>
Are the issue(s) raised in the petition currently subject to any other formal processes in the council e.g. appeal or planning process	Yes <input type="radio"/> No <input checked="" type="radio"/>
Are the issue(s) raised in the petition currently subject to any other legal proceedings, e.g. information within is not subject to interdict or court order?	Yes <input type="radio"/> No <input checked="" type="radio"/>

### Appearance before a meeting considering the petition

The Convener of the appropriate Committee who hears the petition will invite the petitioner to appear before the meeting to speak in support of their petition. This is useful in assisting elected members to reach a decision.

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

\*I DO wish the opportunity to make a brief statement at the Meeting

☒

\*I DO NOT wish to make a brief statement at the Meeting

☐

\*tick as appropriate

**Signature of Lead Petitioner**

When satisfied that the petition meets all the criteria outlined in the Guidance – Petitions Criteria, the Lead Petitioner should sign and date the form in the box below.

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

Signature .....

Date .....

25-7-21

Name of signatory in block capitals

**Number of people who  
have signed the petition**



# WELCOME

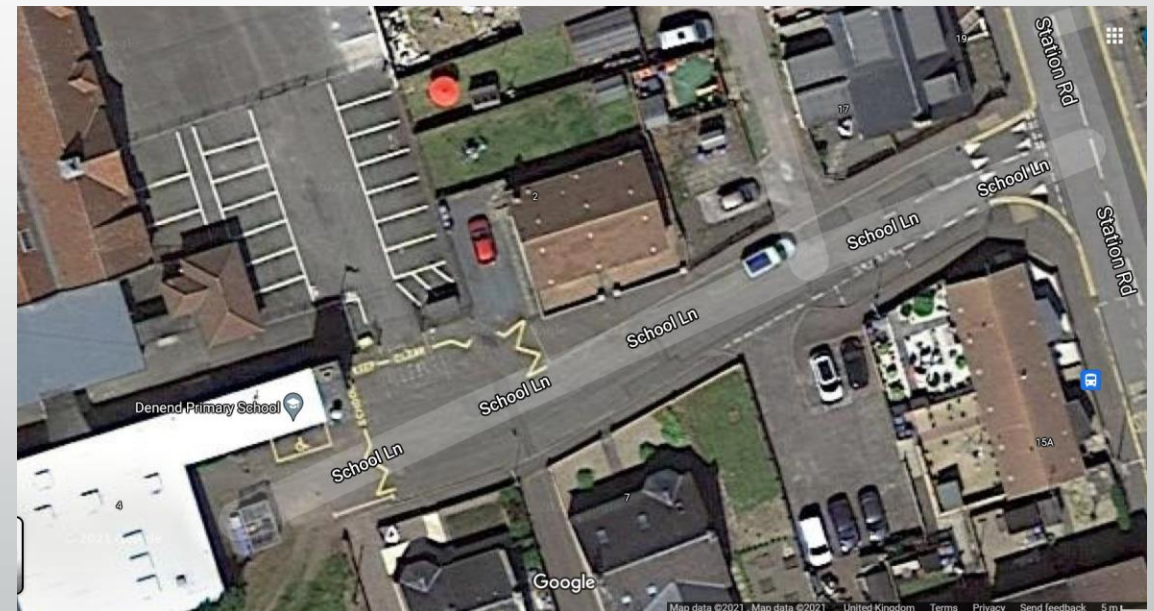


## **AGENDA**

- **Background**
- **Surveys to parents and residents**
- **What has been done in other parts of Scotland**
- **Potential solutions**
- **Comments and Proposals from stakeholders**

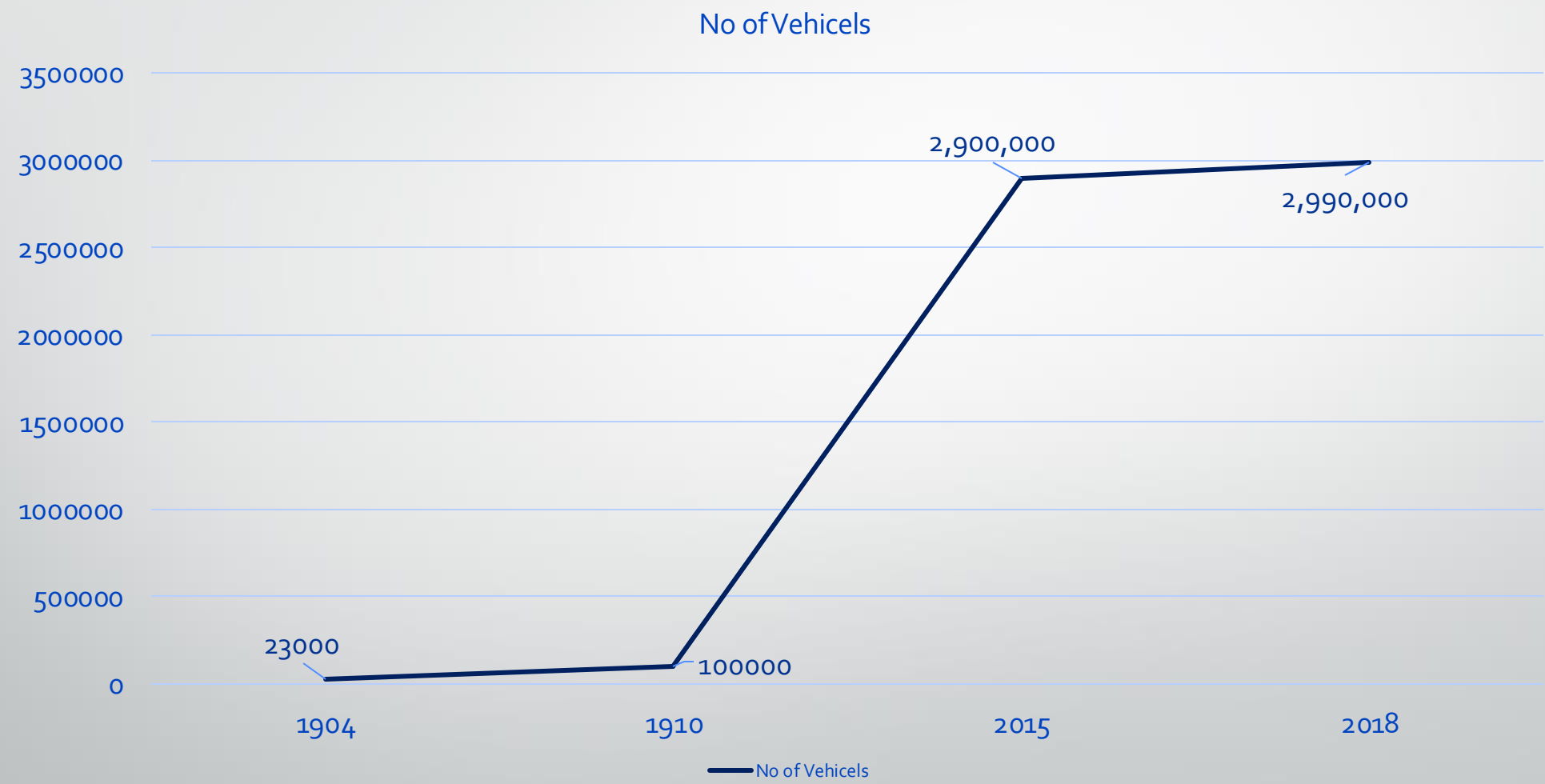
# Background

Denend Primary School main building was built in 1910, the infant building was built in the 1950's. Located in a cul-de-sac street which has 4 houses, access to residents parking (7) and the back of 7 houses.





# Traffic history

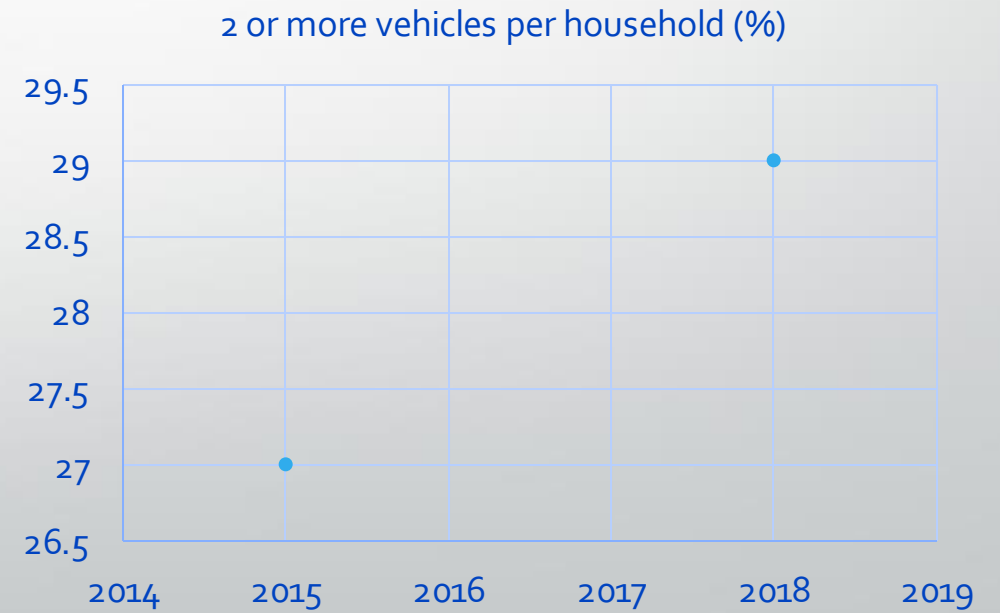
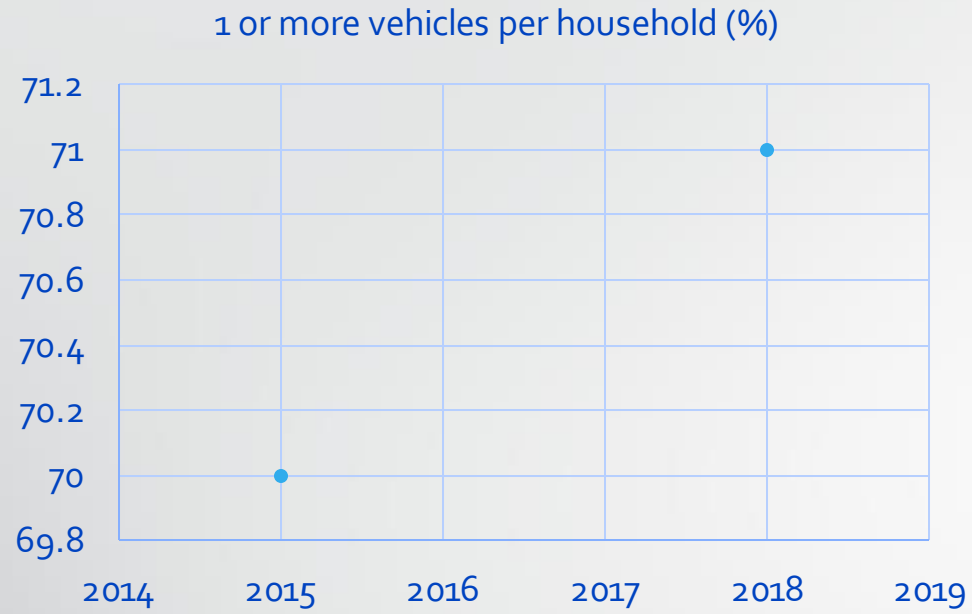


Source: transport.gov.scot



Source: [transport.gov.scot](http://transport.gov.scot)

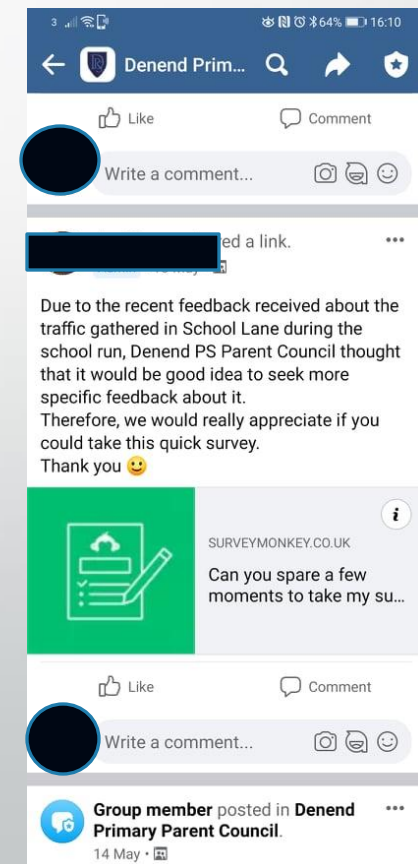
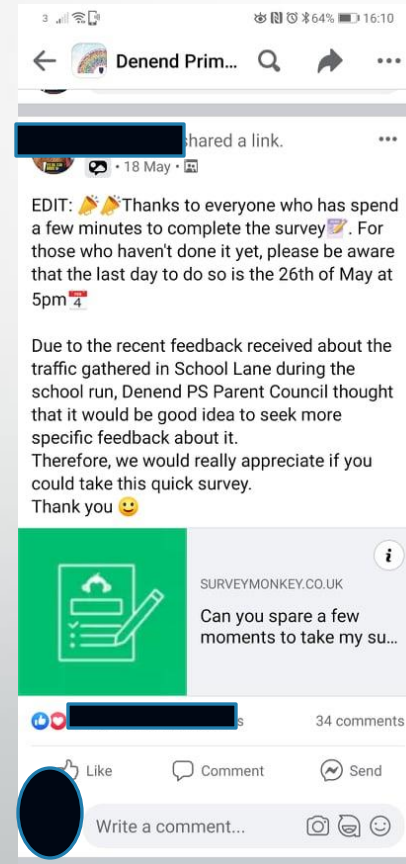
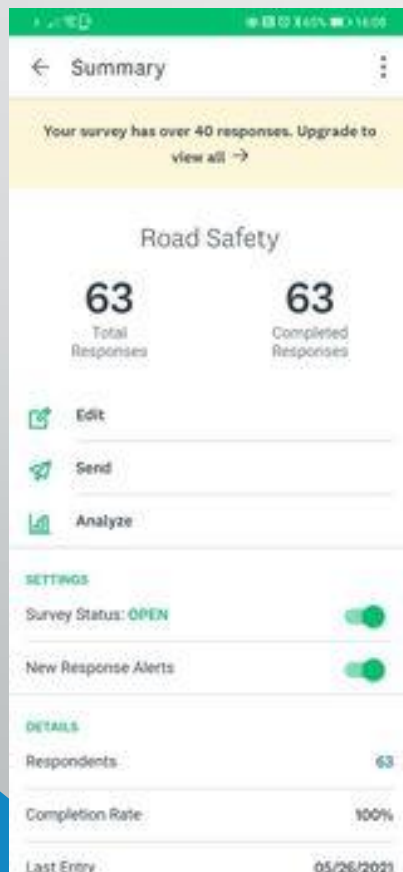




Source: [transport.gov.scot](https://transport.gov.scot)

# Survey to parents

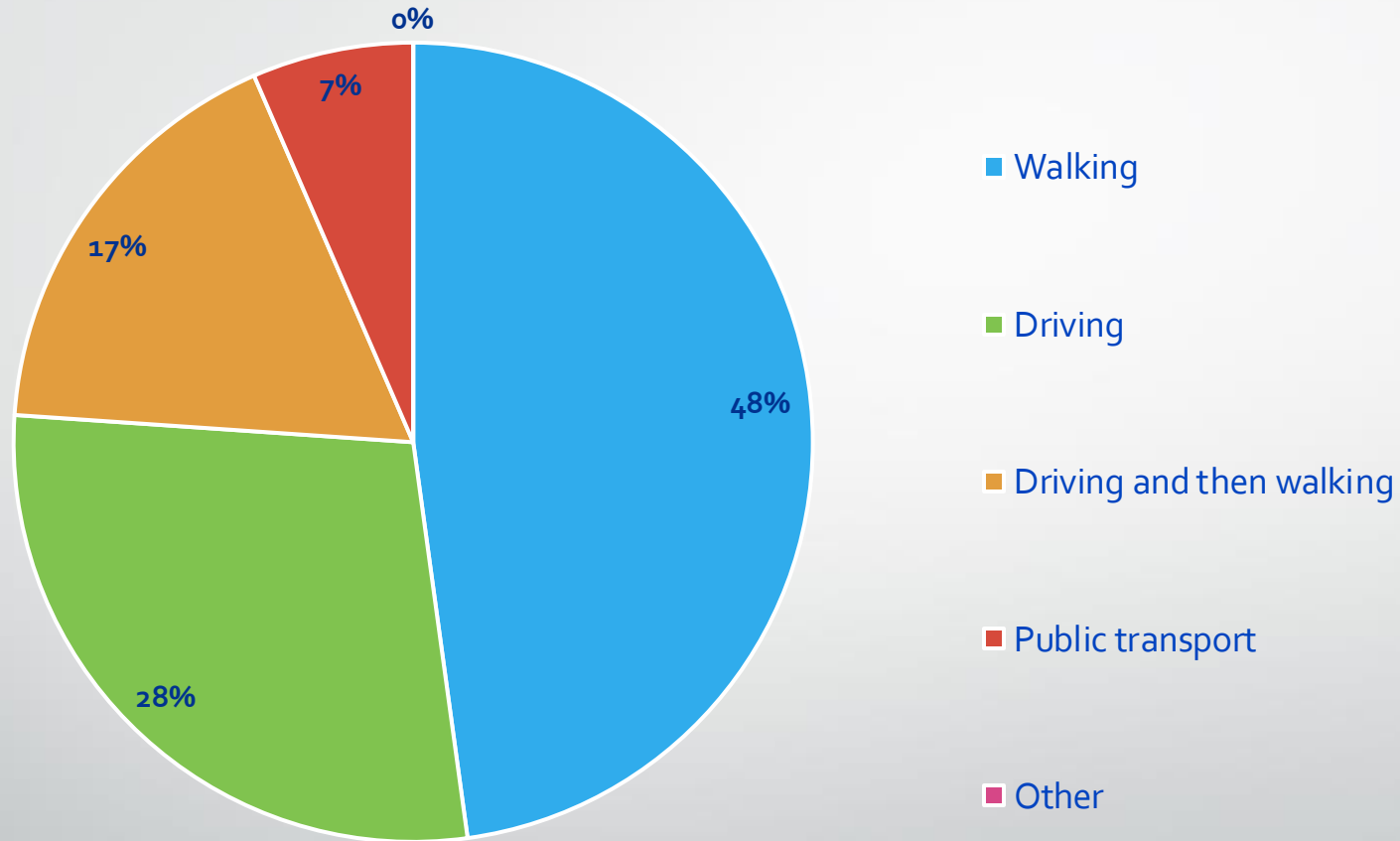
- This survey was published by Denend PS Parent Council after receiving many concerns and complaints of road traffic in School Lane and near misses
- It was published on Denend PS Parent Council Facebook Page and Denend Primary Friends.
- We received 63 responses, unfortunately only 40 could be used due to licencing.





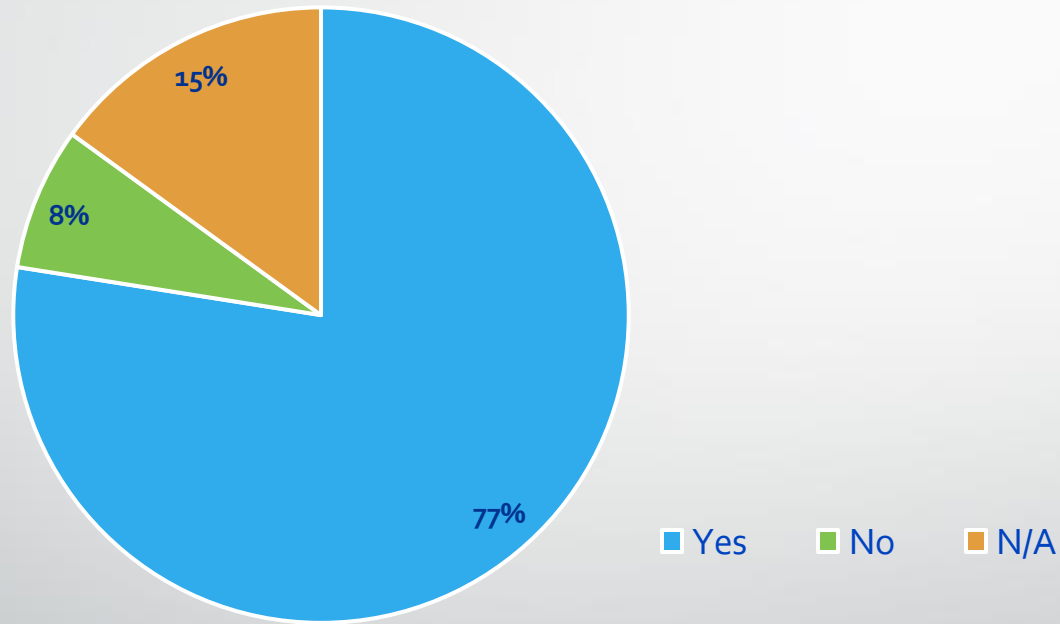
# Survey to parents

How do you usually go to school?





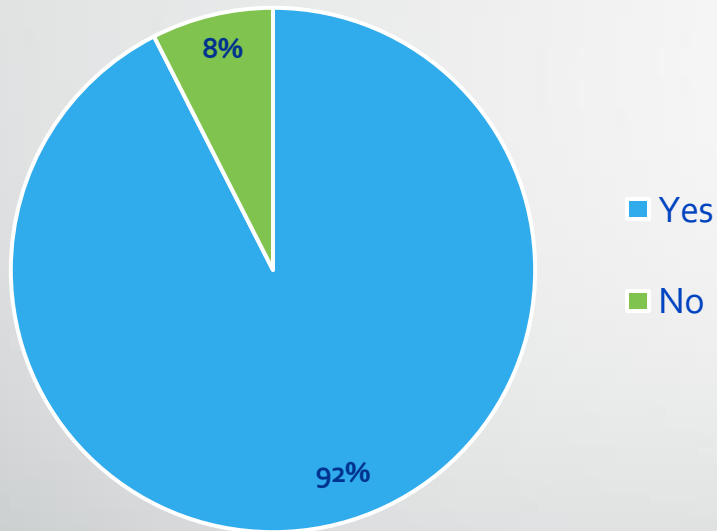
If you drive to the school, are you happy to park elsewhere rather than in School Lane?



Comments from parents:

- My child is disabled and just runs out on the road so need to park as close as possible to the school.
- Station road by railway bridge
- we use the car park at the train station
- Disabled Bay

Are you concerned about the traffic jam in School Lane during the school run?

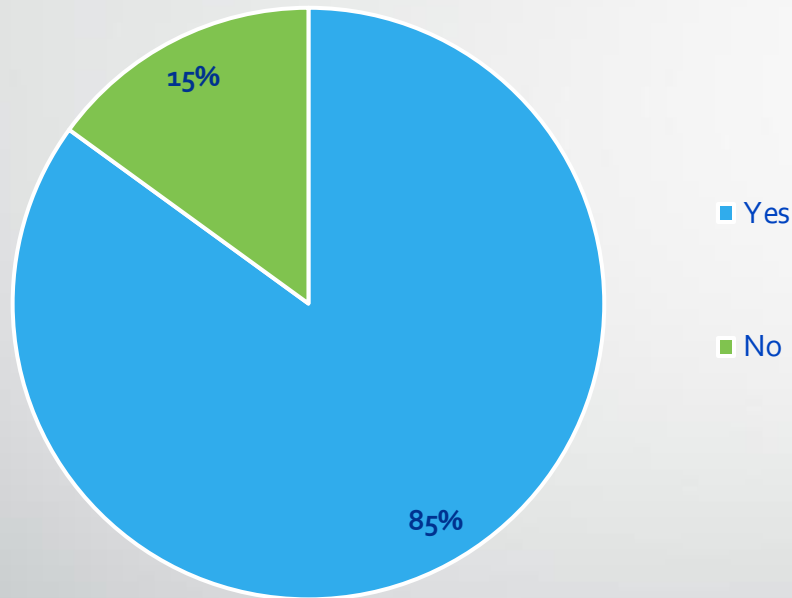


Comments from parents:

- Too many cars trying to turn when kids are walking out.
- every time the teacher brings the p2 class out to the gate she can hardly let them go to the parents safely as the amount of cars/vans that come into school lane is terrible
- I wait for my kids right at the gate so I can make sure they r safe as I feel like they aren't when they come out of school
- If parents were to stand on the paths then cars would be able to safely manouver rather than parents trying to block cars which can also end in a accident
- My son had a near miss with a car
- Accident waiting to happen
- Been quite a few near misses over the years and is gradually getting worse
- I have witnessed lots of near misses outside the school over the years



Have you ever witnessed a potential accident at School gate or nearby due to the traffic jam?

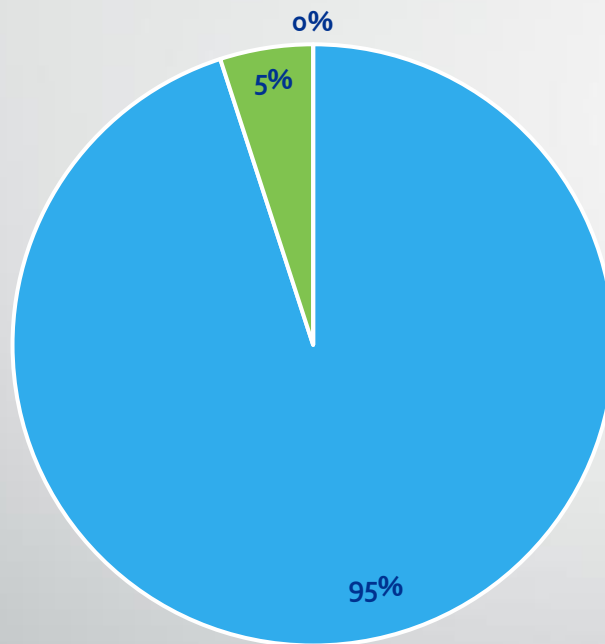


### Comments from parents:

- As cars turning kids going in front or behind.
- many occasions, a car comes into school lane and then turns at the opening to the staff carpark and just drives so close to us
- Car reversing and children walking behind cars
- Yes kids were coming out of the school gates and a car comes speeding up school lane and a child nearly ends up on there bonnet
- Parents blocking the road by standing not letting any cars turn or park safely
- On a few occasions but has gotten worse over past couple of years.
- Terrible drivers doing manoeuvres around kids
- Often yes especially when the children are leaving the school grounds at 3pm
- My son



Do you think the School/Parent Council or Fife Council should seek a solution for this problem?



■ Yes

■ No

■ N/A

#### Comments from parents:

- It's the same people everyday in school lane.
- Some schools have closed roads off going into school so parents walk in with them. This has worked well and residents are a lot happier
- Either not being able to drive into the street unless disabled, or police presence
- If residents were happy, I think the road should be closed off to traffic between 2.50 and 3.10. I've witnessed more than 1 near miss.
- Someone going to end up seriously hurt
- Long overdue
- This should now be a Fife council responsibility to find a more stricter solution as in past parents have tried to no avail.
- this has been brought up quite a few times in the past and have been told that there was nothing that could be done about it
- Extend Carpark
- I think Fife council need to make the area residential parking only in the street. There is more than enough parking spaces out with school lane



# Questionnaire to residents

- I personally went to speak with all affected residents in School Lane and Station Road
- All of the residents were very open to talk about the issue and very interested to know that a solution is being sought





	12											
	11											
	10											
	9											
	8											
	7											
	6											
	5											
	4											
	3											
	2											
	1											
Are you affected by the traffic caused in School Lane during the school run?	No				Yes							
Would you be happy if Fife Council closes School Lane during the school run?	Yes											
Would this affect you somehow?	N/A		No				Yes					
Would you be happy if Fife Council closes completely School Lane and makes it only for residents?	Unsure				Yes							
In this case, would you be wiling to pay a residents parking permit if required by Fife Council?			N/A		Yes							

# Some of the comments from residents

- My husband has cancer and if an ambulance has to come during the school run, it would not be possible
- The residents car park gets blocked, the School Lane jammed and if me or my wife have to go to work, we can't, we have to wait for people leaving first
- If there is a problem with traffic and children's safety are at risk, I would be happy for School Lane to be closed during the school run
- If I am away, and the street is closed during the school run, I have to make sure I return much sooner or later than the school run at 3pm but if that means that children are safe, I would be happy to do so.
- If the street is close for the school run, at least the street would be clear for an ambulance to drive in

When asked for what type of solutions they would be happy with:

- No idea, many things have been mentioned in previous years and nothing got done
- Anything, but something needs to be done for the safety of the children
- A bollard or a barrier at the start of the street so no-one can actually drive to School Lane unless they have a key for the bollard
- I think the only way to stop parents/carers for driving in is either a bollard or a barrier to close School Lane during the school runs
- Anything as long as resolves the issue

# What has been done in other parts of Scotland



Fife Today logo with the text "News you can trust since 1871" and a list of publications: East Fife Mail, Fife Free Press, Herald, Gazette, Citizen.

Search icon | Sign in | Profile icon | Subscribe

News | Coronavirus | East Fife | Raith Rovers | Sport | What's On | Lifestyle | Homes and Gardens | Recommended | Public Notices

Education

## Councillors asked to approve more traffic restrictions near schools

Councillors in Kirkcaldy and Burntisland are being asked to ignore objections and formally approve new waiting restrictions for roads near to schools.

By Jon Brady  
Monday, 18th January 2021, 4:54 pm

Help protect what we love at netzeronation.scot

Net Zero Scotland Scottish Government

Help protect what we love at netzeronation.scot

LET'S DO NET ZERO

Start your ad-lite trial for just £2 per month | [Subscribe Today](#)

School safety: Three Angus primary schools to impose trial driving bans following historic traffic concerns



Next Post

NEWS / SCHOOLS & FAMILY

## School safety: Three Angus primary schools to impose trial driving bans following historic traffic concerns

Angus councillors have approved plans to ban cars at three Angus primary schools in a bid to make streets safer for school children.



February 24 2021, 4.00pm

By Rebecca McCurdy





**Tayside Police**   
@TaysidePolice

## Traffic Restrictions At Angus Primary Schools

Just a reminder about the new restrictions coming into effect at three Angus Primary Schools from tomorrow morning (June 7th). Ferryden PS in Montrose, Langlands PS in Forfar, and Muirfield PS in Arbroath.

Primary School	Restriction Times	Exemptions	Streets Affected
Ferryden	08:30 – 09:30, 14:45 – 15:45	Emergency Vehicles	Craig Crescent
Muirfield	08:30 – 09:30, 14:45 – 15:45	Blue Badge Holders	Timbergreens
Langlands	08:30 – 09:15, 14:45 – 15:45	Resident Permit Holders	Taranty Road, Taranty Place

12:00 · 06/06/2021 · [Hootsuite Inc.](#)





BBC

Sign in



Home

News

Sport

Weather

iPlayer

Sounds

CBB

# NEWS

[Home](#) | [Coronavirus](#) | [Brexit](#) | [UK](#) | [World](#) | [Business](#) | [Politics](#) | [Tech](#) | [Science](#) | [Health](#) | [Family & Education](#)

[Scotland](#) | [Scotland Politics](#) | [Scotland Business](#) | [Edinburgh, Fife & East](#) | [Glasgow & West](#) | [Highlands & Islands](#) | [NE, Orkney](#)

[Alba](#) | [Local News](#)

## Traffic ban outside six Edinburgh primary schools

🕒 22 September 2015





# Potential solutions



Pedestrianization of School Lane open only for residents and school staff members



Opening another school entrance to alleviate the current one



Close School Lane during the School Run with a movable barrier, open only for residents, emergency services and school staff.



# Your Comments and Proposals

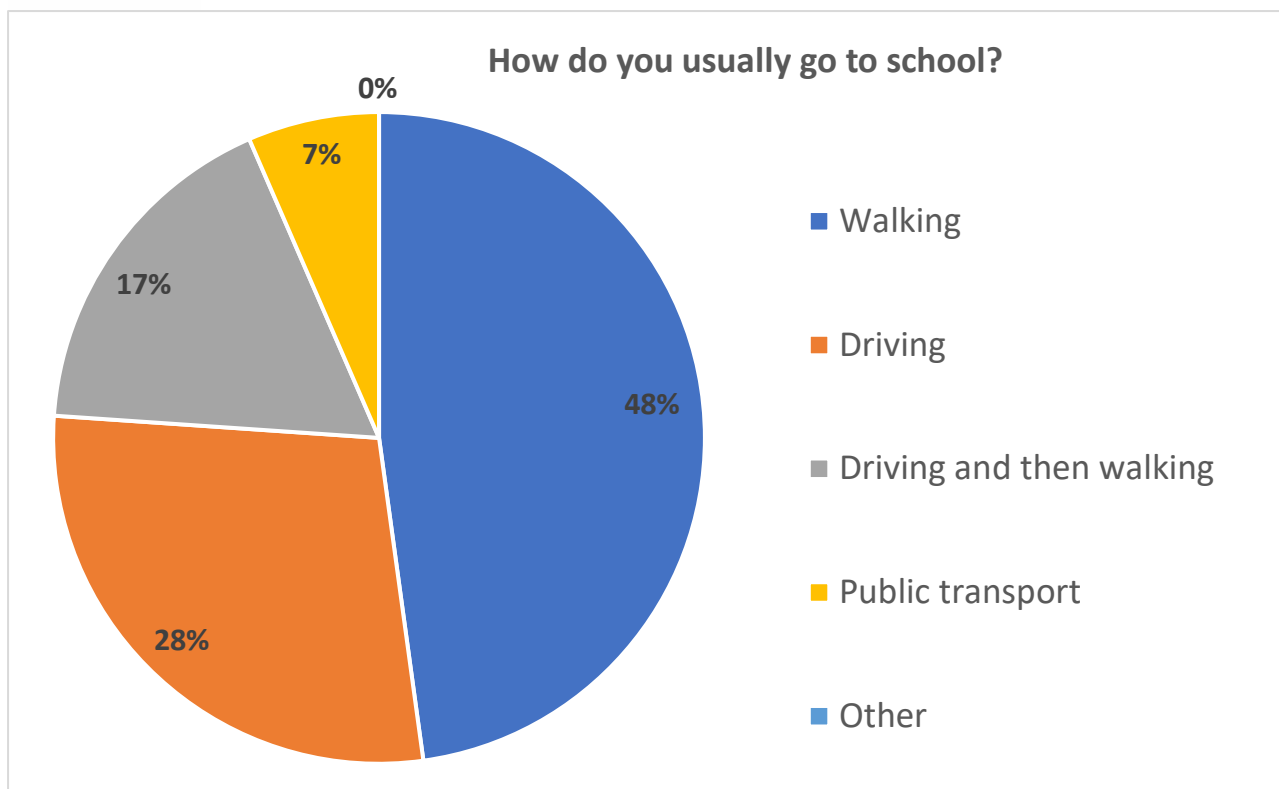




# Thank you!



## DENEND PS PARENT COUNCIL



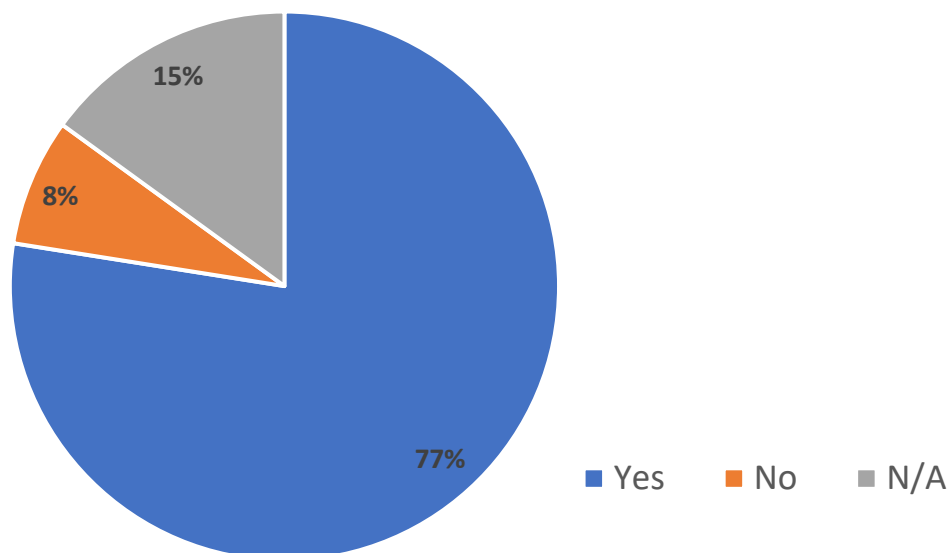
Comments from parents:

N/A



## DENEND PS PARENT COUNCIL

If you drive to the school, are you happy to park elsewhere rather than in School Lane?



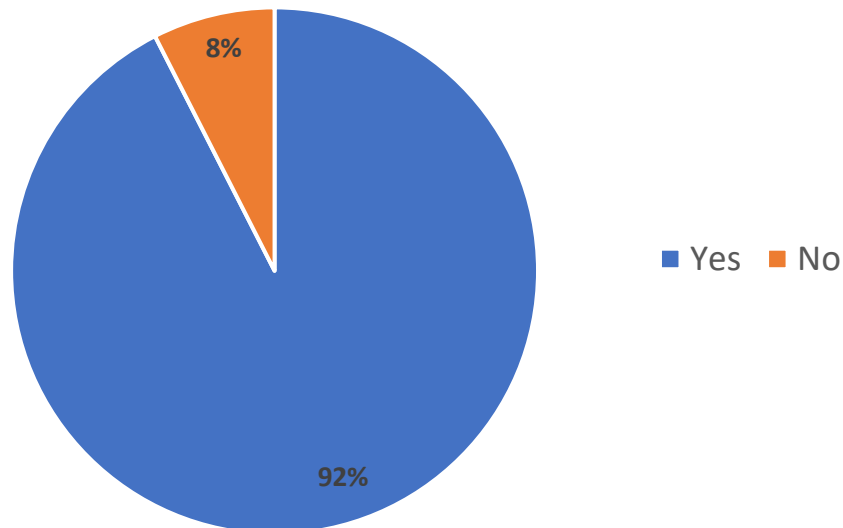
Comments from parents:

- My child is disabled and just runs out on the road so need to park as close as possible to the school.
- Station road by railway bridge
- we use the car park at the train station
- Disabled Bay



## DENEND PS PARENT COUNCIL

### Are you concerned about the traffic jam in School Lane during the school run?



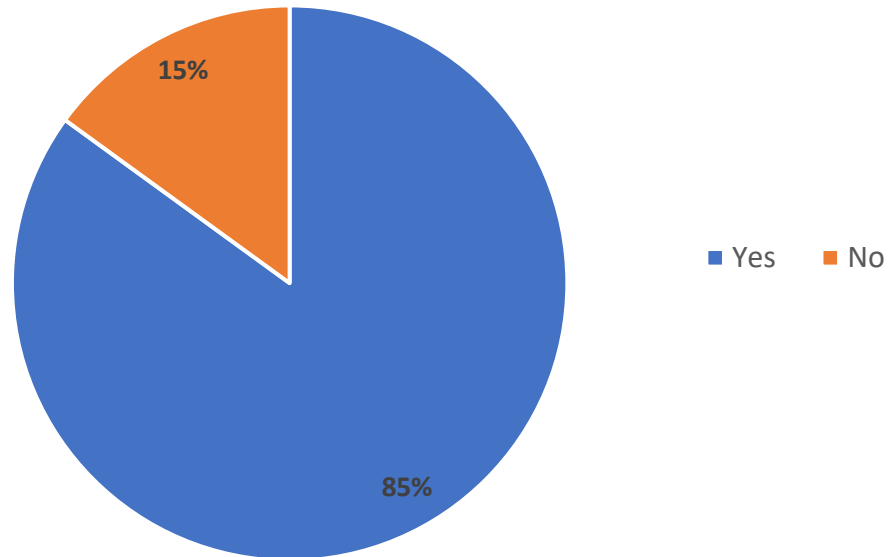
#### Comments from parents:

- Too many cars trying to turn when kids are walking out or as parents are trying to walk with their children.
- its terrible, I have a 1 year old so sometimes walking and sometimes in a buggy, I pick up a child from nursery and then a child from p2, everytime the teacher brings the p2 class out to the gate she can hardly let them go to the parents safely as the amount of cars/vans that come into school lane is terrible. there is always cars parked at any free space and then more come in and just sit in the middle of the road and then they have to turn in a small space where there is parents and children standing or walking. Each day I am watching my children so closely as its only a matter of time before someone gets run over all because people are too lazy to walk a small distance.
- I wait for my kids right at the gate so I can make sure they r safe as I feel like they aren't when they come out of school my daughter is getting tested for autism and ADHD and she gets distracted easily so I worry she will get hit by a car coming out of school if she doesn't check before coming out because cars driving right up to the gates and half the time are going to fast and don't look before they start turning there cars right around
- If parents were to stand on the paths then cars would be able to safely manover rather than parents trying to block cars which can also end in a accident
- My son had a near miss with a car
- Accident waiting to happen
- Been quite a few near misses over the years and is gradually getting worse
- I have always parked under the school clock but always drive responsible don't drive unless no kids etc and never abandon my car always out kids first and disabled space
- I have witnessed lots of near misses outside the school over the years, it is very dangerous m, especially when you get cars attempting to turn.



## DENEND PS PARENT COUNCIL

**Have you ever witnessed a potential accident at School gate or nearby due to the traffic jam?**



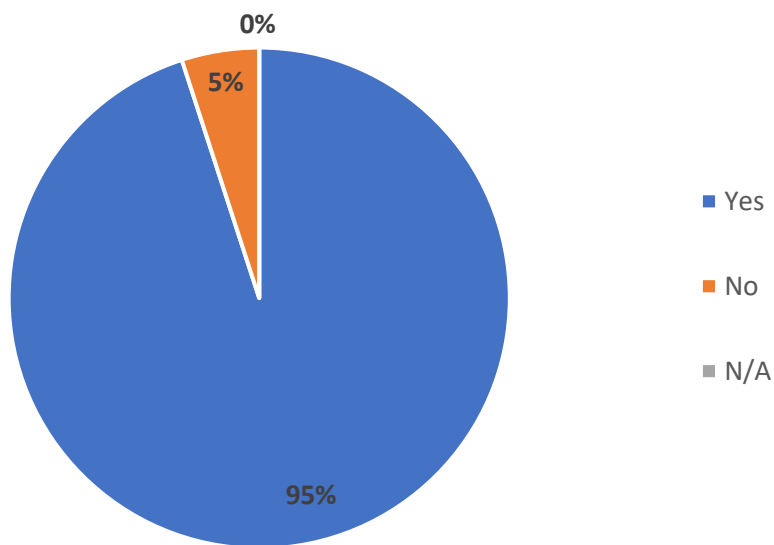
### Comments from parents:

- As cars turning kids going in front or behind.
- many occasions when leaving the path where it stops we have to walk onto the road heading towards the school gate and then a car comes into school lane and then turns at the opening to the staff carpark and just drives so close to us
- Car reversing and children walking behind cars
- Yes kids were coming out of the school gates and a car comes speeding up school lane and a child nearly ends up on there bonnet they stopped lucky just in time but the child got a big scare
- Parents blocking the road by standing not letting any cars turn or park safely
- My son
- On a few occasions but has gotten worse over past couple of years, solutions have been tried but no success something stricter needs to be done
- Terrible drivers doing manoeuvres around kids
- Often yes especially when the children are leaving the school grounds at 3pm



## DENEND PS PARENT COUNCIL

**Do you think the School/Parent Council or Fife Council should seek a solution for this problem?**



### Comments from parents:

- It's the same people everyday in school lane,
- Some schools have closed roads off going into school so parents walk in with them this us just done at drop off times and pick up times and only open to residents. This has worked well and residents are a lot happier with this as they dont have any congestion outside their houses
- either not being able to drive into the street unless disabled, or police presence or something but I did see police last week but standing at the lolly pop man so not where the cars are congregating at the school gate
- However I am not sure what can be done as it is private residence parking. If residents were happy, I think the road should be closed off to traffic between 2.50 and 3.10. I've witnessed more than 1 near miss.
- Someone going to end up seriously hurt
- Long overdue
- This should now be a Fife council responsibility to find a more stricter solution as in past parents have tried to no avail.
- this has been bought up quite a few times in the past and have been told that there was nothing that could be done about it
- Extend Carpark
- I think Fife council need to make the area residential parking only in the street. There is more than enough parking spaces out with school lane



## DENEND PS PARENT COUNCIL

12	No	Yes	N/A	Unsure	
11					
10			No		
9			Yes	N/A	
8					
7	Yes				
6					
5	Yes				
4					
3					
2					
1					
	Are you affected by the traffic caused in School Lane during the school run?	Would you be happy if Fife Council closes School Lane during the school run?	Would this affect you somehow?	Would you be happy if Fife Council closes completely School Lane and makes it only for residents?	In this case, would you be willing to pay a residents parking permit if required by Fife Council?



## DENEND PS PARENT COUNCIL

### Comments:

1. Are you affected by the traffic caused in School Lane during the school run?
  - Not really, but sometimes they park in front of my driveway and if I have an emergency, I would need to wait for them to leave to move my car.
2. How are you affected?
  - Sometimes people park in front of my driveway and I cannot get in/out of my car park. If I am away, I have to make sure I return much sooner or later than the school run at 3pm
  - They park and block my driveway
  - My children attend Denend PS and my car is parked at the residential car park which have the entrance from School Lane and I have to plan my day so I never move my car during the school runs. This is a real issue when I am not working from home.
  - My grandson attends Denend PS
  - The residents car park gets blocked, the School Lane jammed and if me or my wife have to go to work, we can't, we have to wait for people leaving first
  - The residents parking gets used by parents and when I come back home I have nowhere to park
  - I work in a school and sometimes I need to leave at the same time that parents are driving towards School Lane, the residents car park has been blocked many times by parents and I was not able to go to my work place in time.
  - My husband has cancer and if an ambulance has to come during the school run, it would not be possible
3. Would you be happy if Fife Council closes School Lane during the school run?
  - If there is a problem with traffic and children's safety are at risk, then yes
  - If that makes the street safer, then yes
4. Would this affect you somehow?
  - If I am away, I have to make sure I return much sooner or later than the school run at 3pm but if that means that children are safe, I would be happy to do so.
  - No, I am partially blind and don't drive
  - I would need to plan when to leave/arrive home
  - Y, that would mean that children are safe
  - Y, we would need to leave before or after the street gets close but at least we know that children are safe
  - N, but if there is a problem with children safety, I will be happy with any measure been put in place
  - At least the street would be clear for an ambulance to drive
5. Would you be happy if Fife Council closes completely School Lane and makes it only for residents?
  - Not sure
  - Not sure as I don't know if this would actually resolve the issue
  - Y, if that resolves the issue
6. In this case, would you be willing to pay a residents parking permit if required by Fife Council?
  - Yes, but I don't really have to pay as I park in my driveway, but I don't want my visitors to be affected by this measure
  - I wouldn't need to pay as I don't drive and my family can park in my driveway
  - I wouldn't need to as I park in my driveway





## DENEND PS PARENT COUNCIL

- I don't drive
  - Y, but don't think is needed as I park my van on the residents parking
  - Y, but don't think we would need to pay as we park in a resident parking
  - Y, but I would not need to pay as I park on a residents parking
  - Y, but I park in a resident's car park
  - We don't drive anymore
7. What long term solution do you think would be good to implement to avoid the traffic issues in School Lane?
- No idea, many things have been mentioned in previous years and nothing got done
  - Anything, but something needs to be done for the safety of the children
  - A bollard or a barrier at the start of the street so no-one can actually drive to School Lane unless they have a key for the bollard
  - I think the only way to stop parents/carers for driving in is either a bollard or a barrier to close School Lane during the school runs
  - Anything as long as resolves the issue



# Denend PS Road Safety

---



2021

---

Denend PS Parent Council



# Content

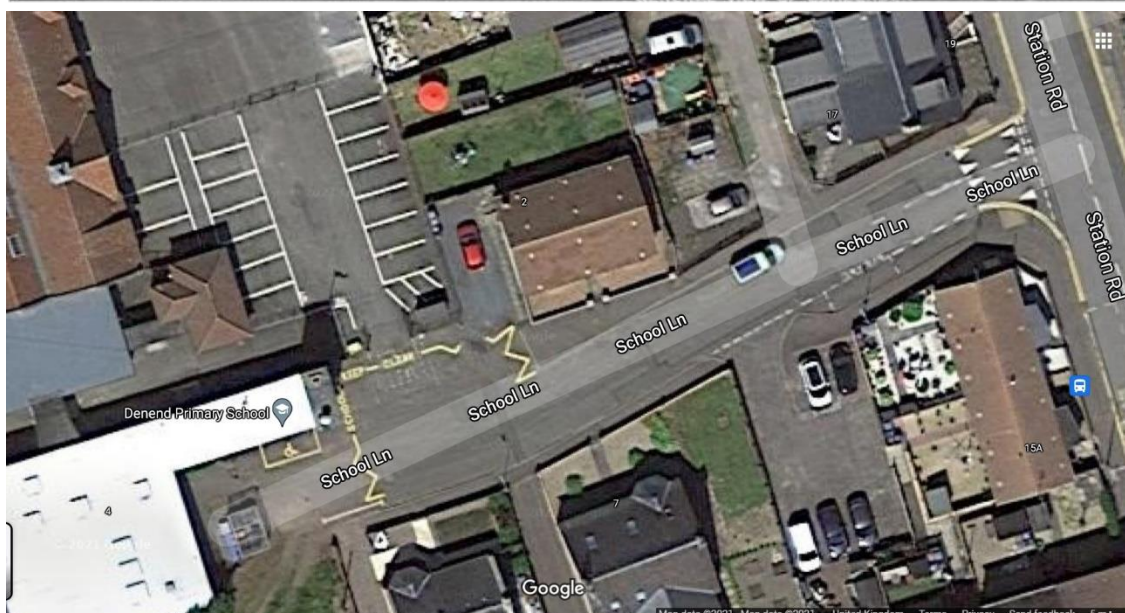
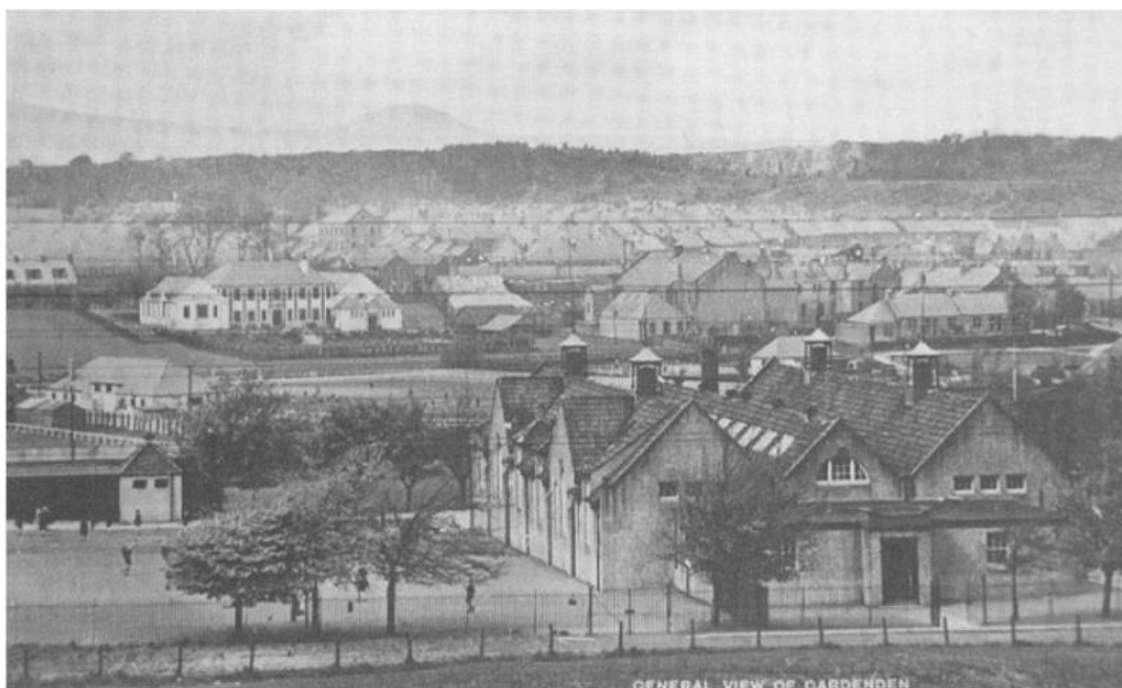
1. Background
2. Traffic history
3. Survey to parents
4. Questionnaire to residents
5. What has been done in other parts of Scotland
6. Potential solutions



## BACKGROUND

Denend Primary School main building was built in 1910, the infant building was built in the 1950's.

Denend PS is located in School Lane, which is a cul-de-sac street with 4 houses, access to residents parking (7) and the back entrance of another set of 7 houses.





## TRAFFIC HISTORY

There were 23,000 vehicles on Britain by the end in 1904 and over 100,000 in 1910<sup>1</sup>

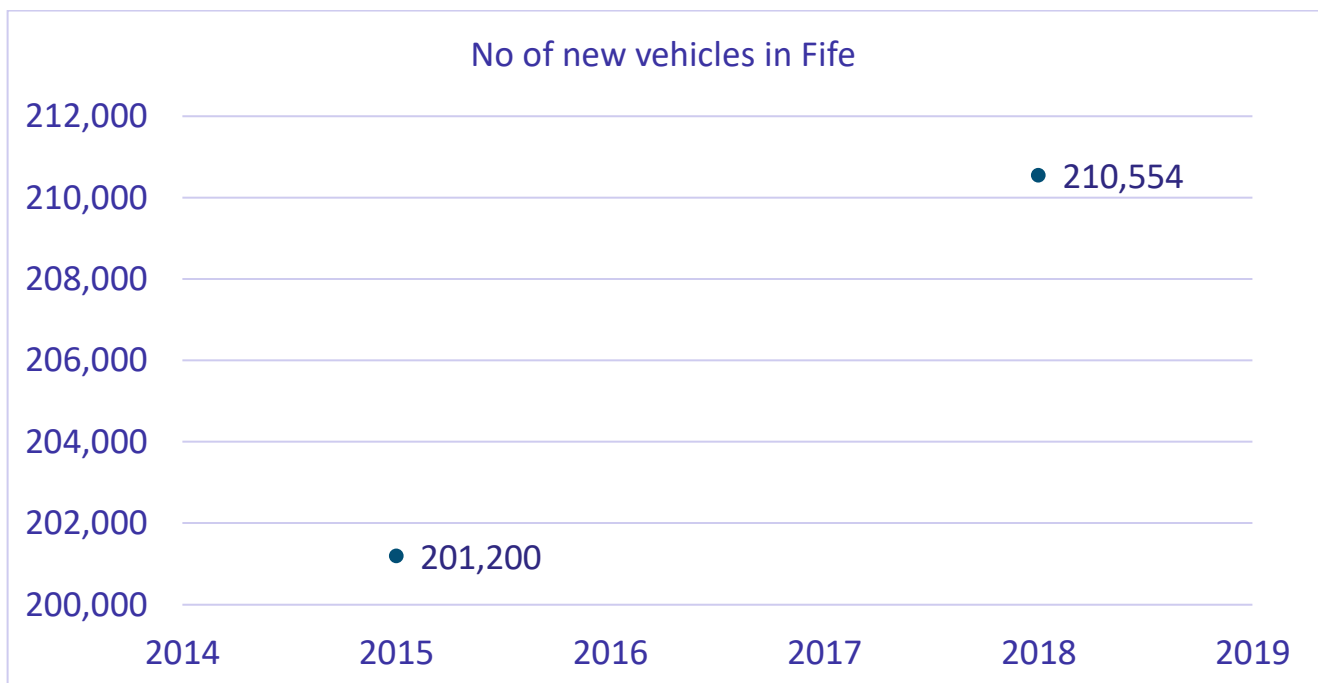
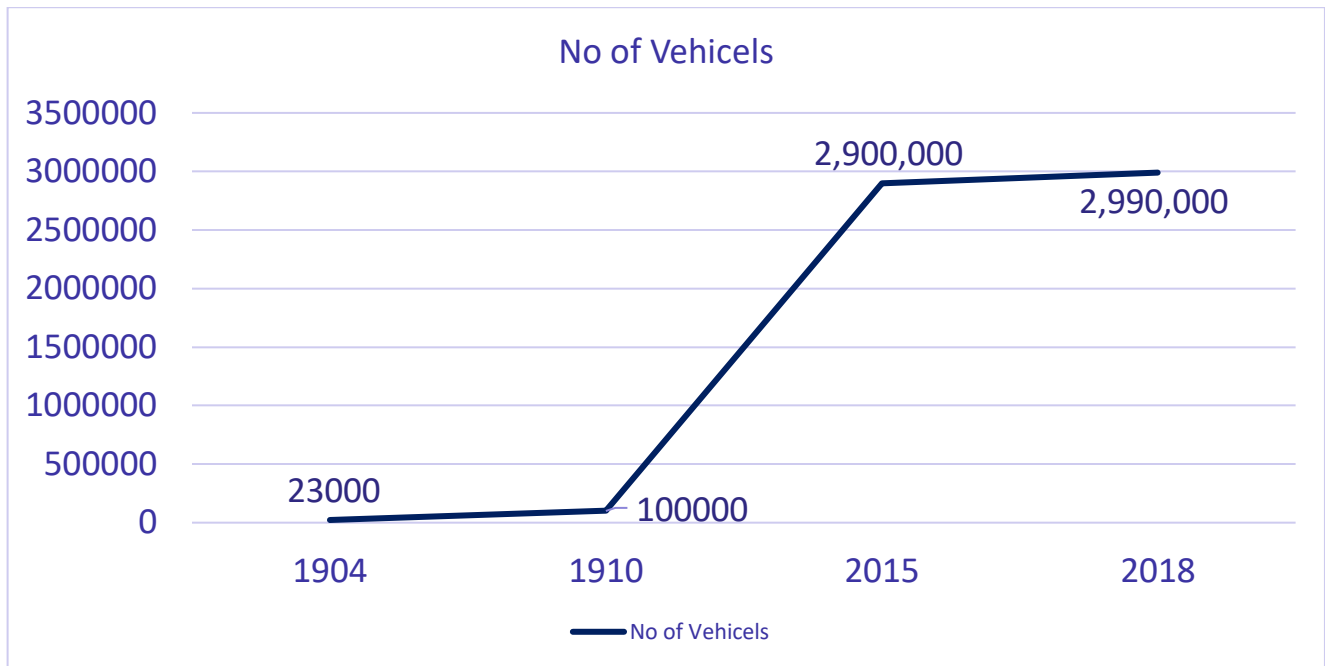
There were 2.9 million vehicles licensed for use on the roads in Scotland in 2015 of which 84 per cent were cars, this was 1% higher than 2014 and 13% higher than in 2005; there were 2.99 million vehicles licensed for use on the roads in Scotland in 2018, of which 83 per cent were cars.<sup>2</sup>

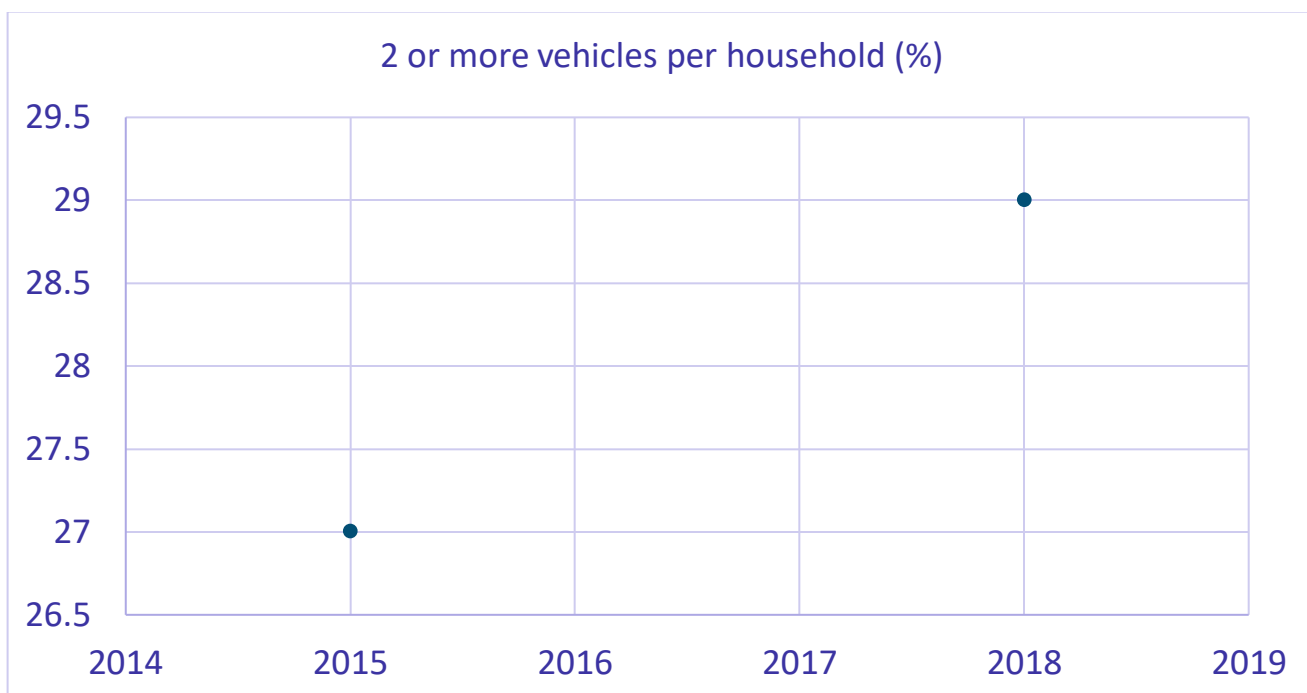
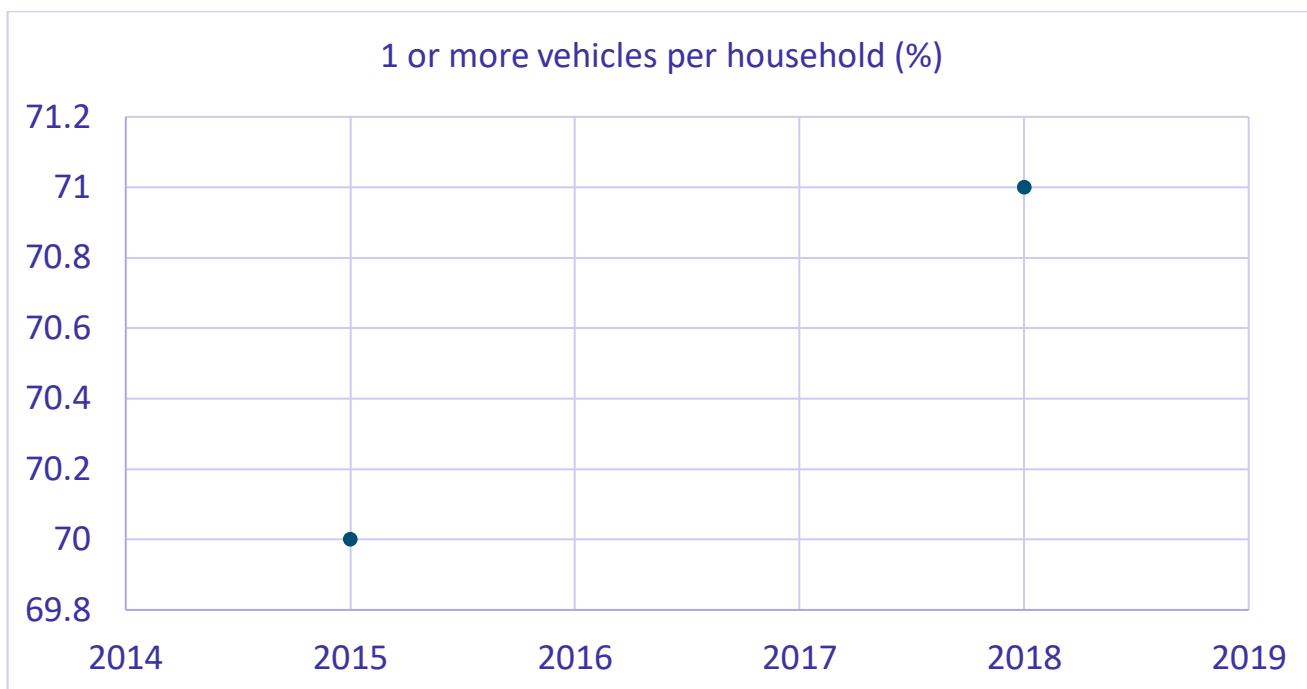
Glasgow had the largest number of vehicles licensed as at the end of 2015 (262,600), followed by Fife (201,200) and Edinburgh (192,200) and at the end of 2018 (237,478), followed by Fife (210,554) and Edinburgh (199,993).<sup>3</sup>

The Scottish Household Survey shows that 70 per cent of households had access to one or more cars in 2015, a proportion that has remained relatively stable over the last five years. A quarter (27%) of households had access to two or more cars. 71% of households had access to one or more cars or vans in 2018; over a quarter (29%) of households had access to two or more cars or vans.<sup>4</sup>

1 Source: [www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk)

2,3,4 Source: [www.transport.gov.scot](http://www.transport.gov.scot)



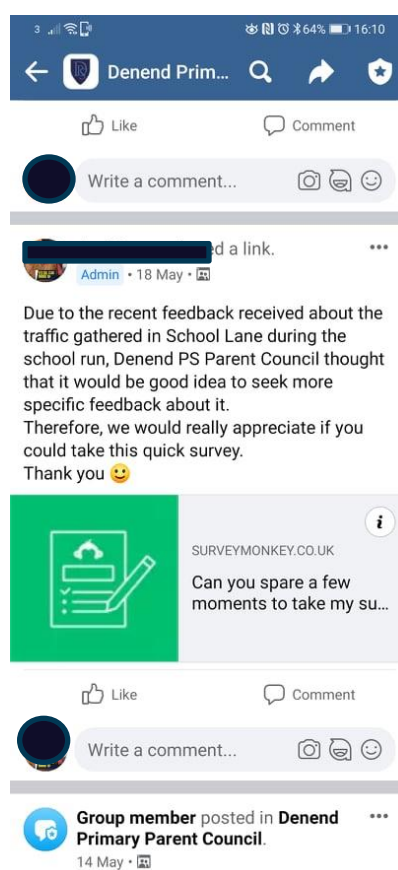
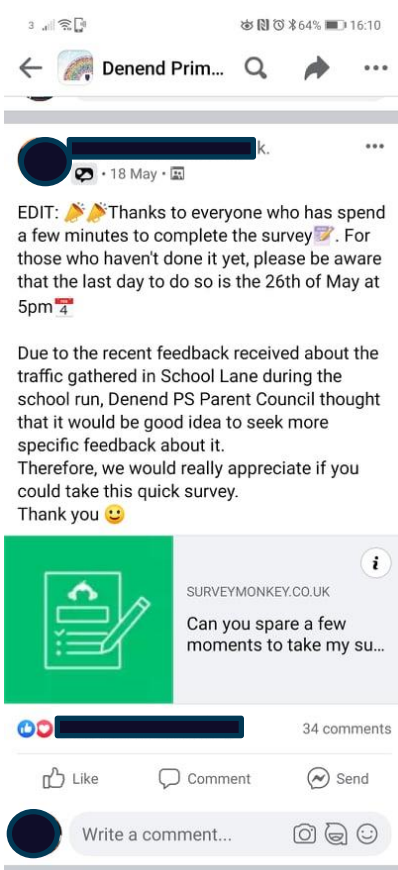
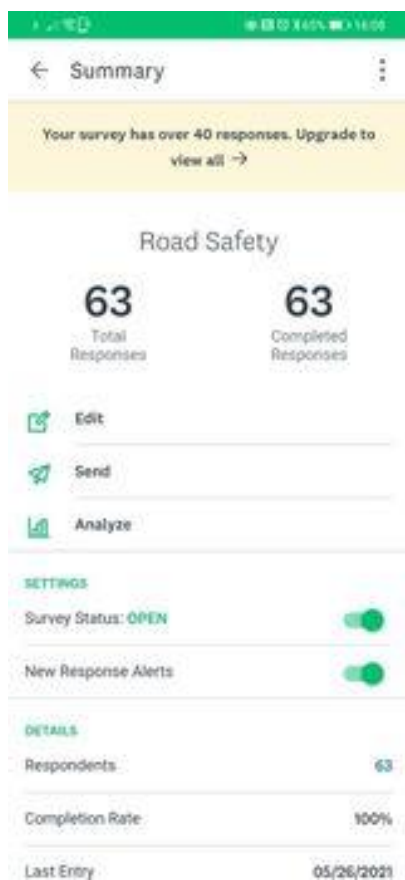




## SURVEY TO PARENTS

This survey was published by Denend PS Parent Council after receiving many concerns and complaints of road traffic in School Lane and near misses. It allowed us to have a better understand not only of the situation but also of their concerns.

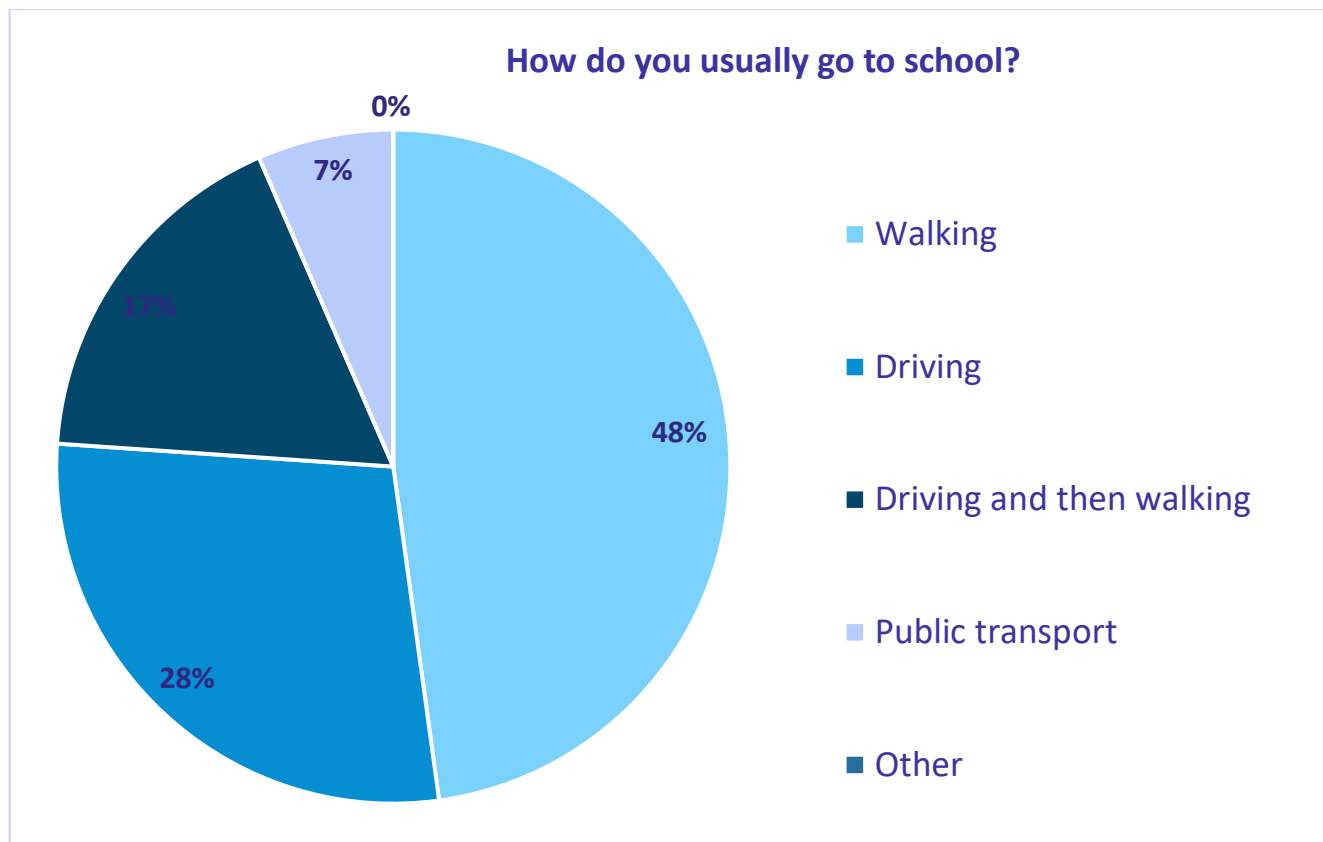
The survey was published on Denend PS Parent Council Facebook Page and Denend Primary Friends. We received 63 responses in only 2 days, unfortunately only 40 responses could be used to due to lack of licencing.







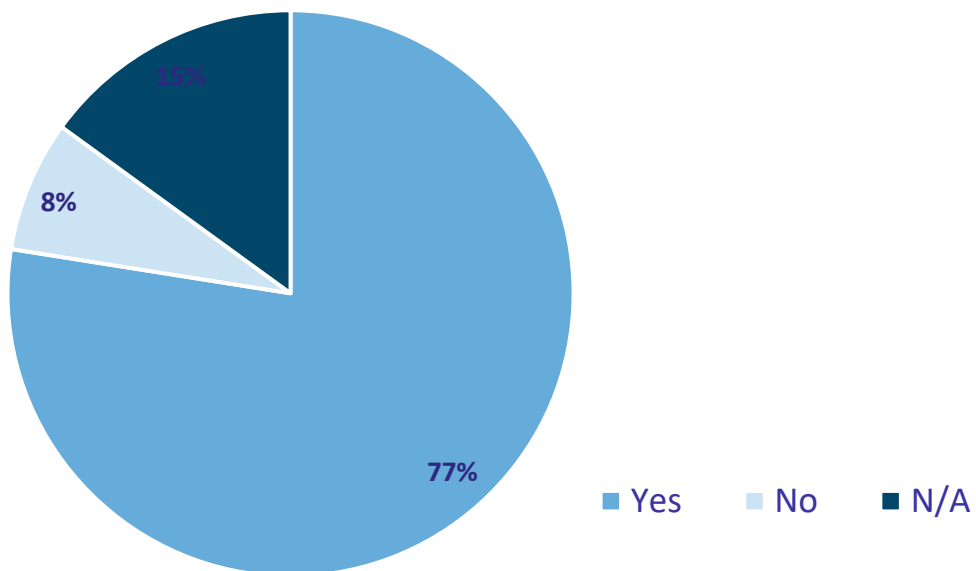
According to the survey, 48% of parent/carers go to school walking, following by 28% who drives.





Although 77% of parents are happy to park somewhere else rather than School Lane during the school run, there is an 8% who insist in coming to School Lane to pick their children up.

**If you drive to the school, are you happy to park elsewhere rather than in School Lane?**

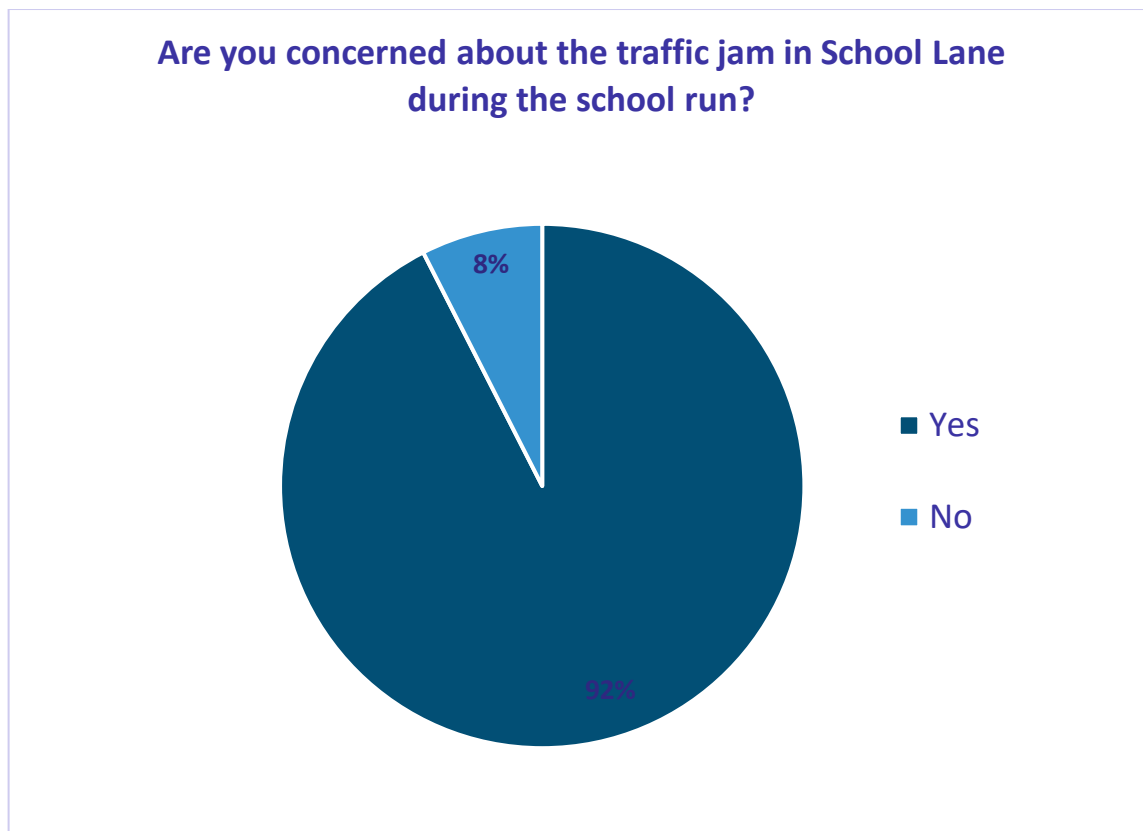


Comments from parents:

- My child is disabled and just runs out on the road so need to park as close as possible to the school.
- Station road by railway bridge
- We use the car park at the train station
- Disabled Bay



The following chart shows that 92% of parents/carers are concerned about the traffic in School Lane during the school run, only 8% is not concerned

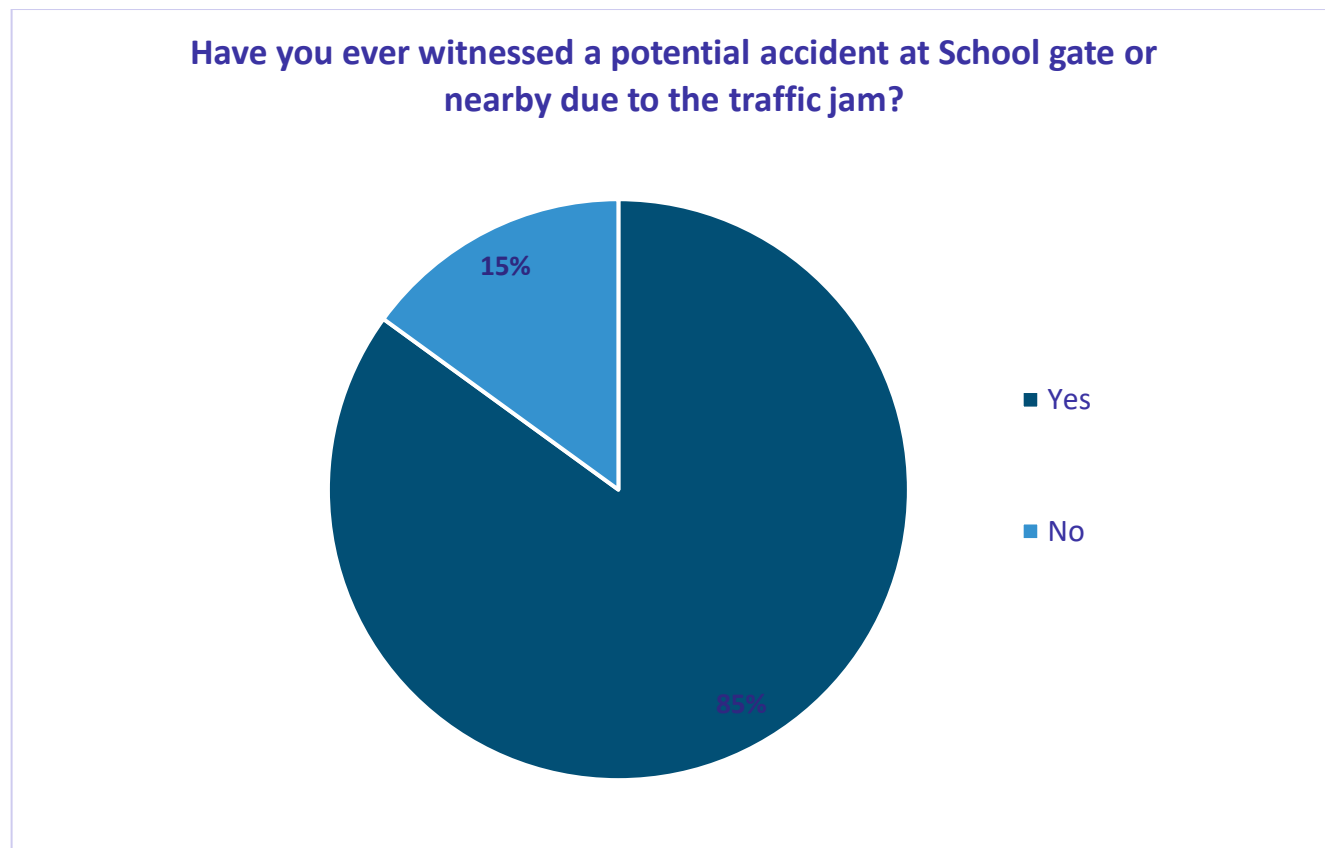


**Comments from parents:**

- Too many cars trying to turn when kids are walking out.
- every time the teacher brings the p2 class out to the gate she can hardly let them go to the parents safely as the amount of cars/vans that come into school lane is terrible
- I wait for my kids right at the gate so I can make sure they r safe as I feel like they aren't when they come out of school
- If parents were to stand on the paths then cars would be able to safely manoeuvre rather than parents trying to block cars which can also end in a accident
- My son had a near miss with a car
- Accident waiting to happen
- Been quite a few near misses over the years and is gradually getting worse
- I have witnessed lots of near misses outside the school over the years



85% of the parents/carers who answered the survey, have witnessed a potential accident at school gate or nearby due to the traffic jam in School Lane.

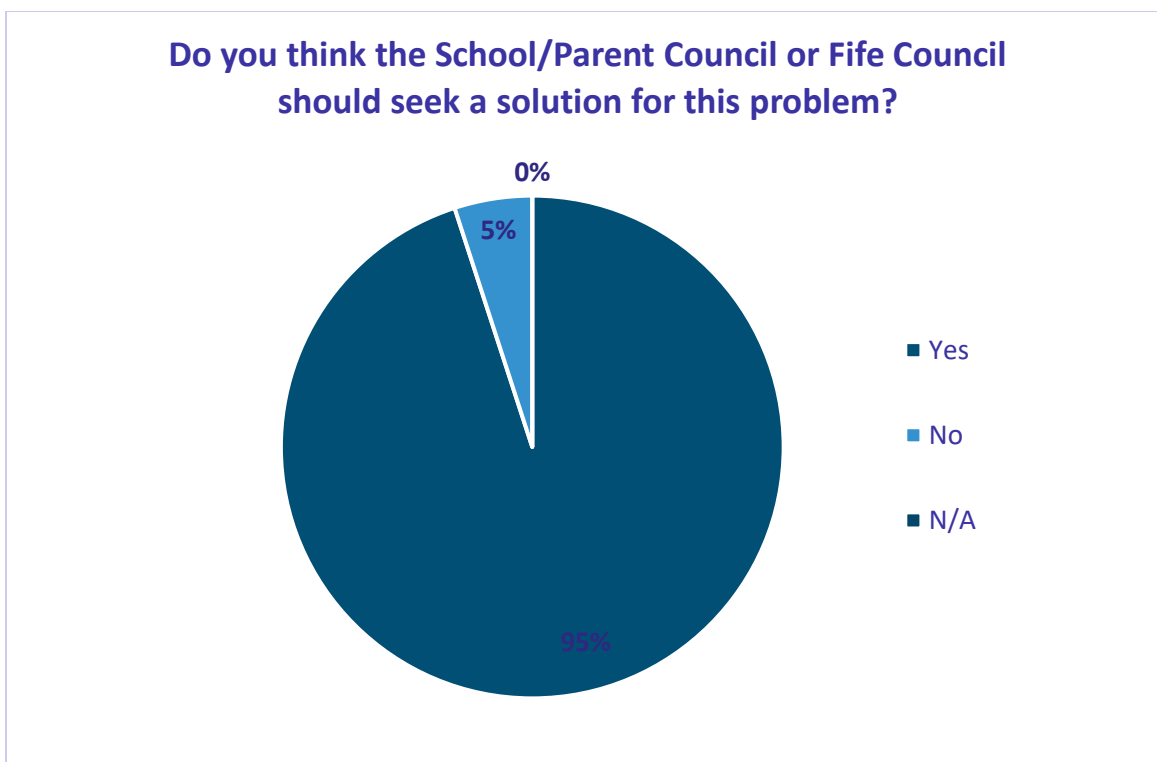


Comments from parents:

- As cars turning kids going in front or behind.
- many occasions, a car comes into school lane and then turns at the opening to the staff carpark and just drives so close to us
- Car reversing and children walking behind cars
- Yes kids were coming out of the school gates and a car comes speeding up school lane and a child nearly ends up on their bonnet
- Parents blocking the road by standing not letting any cars turn or park safely
- On a few occasions but has gotten worse over past couple of years.
- Terrible drivers doing manoeuvres around kids
- Often yes especially when the children are leaving the school grounds at 3pm
- My son



A large percentage (95%) of those who took their time to answer the survey, believe that a solution to this problem must be sought.



Comments from parents:

- It's the same people everyday in school lane.
- Some schools have closed roads off going into school so parents walk in with them. This has worked well and residents are a lot happier
- Either not being able to drive into the street unless disabled, or police presence
- If residents were happy, I think the road should be closed off to traffic between 2.50 and 3.10. I've witnessed more than 1 near miss.
- Someone going to end up seriously hurt
- Long overdue
- This should now be a Fife council responsibility to find a more stricter solution as in past parents have tried to no avail.
- this has been brought up quite a few times in the past and have been told that there was nothing that could be done about it
- Extend Carpark
- I think Fife council need to make the area residential parking only in the street. There is more than enough parking spaces out with school lane.



## QUESTIONNAIRE TO RESIDENTS

I personally went to speak with all affected residents in School Lane and Station Road. All of the residents were very open to talk about the issue and very interested to know that a solution is being sought.

12	No	Yes	N/A	Unsure		
11						
10			No	Yes	N/A	
9						
8	Yes	Yes	Yes	Yes		
7						
6			Yes			
5						
4						
3						
2						
1						
	Are you affected by the traffic caused in School Lane during the school run?	Would you be happy if Fife Council closes School Lane during the school run?	Would this affect you somehow?	Would you be happy if Fife Council closes completely School Lane and makes it only for residents?	In this case, would you be willing to pay a residents parking permit if required by Fife Council?	



### Comments from residents:

1. Are you affected by the traffic caused in School Lane during the school run?
  - Not really, but sometimes they park in front of my driveway and if I have an emergency, I would need to wait for them to leave to move my car.
2. How are you affected?
  - Sometimes people park in front of my driveway and I cannot get in/out of my car park. If I am away, I have to make sure I return much sooner or later than the school run at 3pm
  - They park and block my driveway
  - My children attend Denend PS and my car is parked at the residential car park which have the entrance from School Lane and I have to plan my day so I never move my car during the school runs. This is a real issue when I am not working from home.
  - My grandson attends Denend PS
  - The residents car park gets blocked, the School Lane jammed and if me or my wife have to go to work, we can't, we have to wait for people leaving first
  - The residents parking gets used by parents and when I come back home I have nowhere to park
  - I work in a school and sometimes I need to leave at the same time that parents are driving towards School Lane, the residents car park has been blocked many times by parents and I was not able to go to my work place in time.
  - My husband has cancer and if an ambulance has to come during the school run, it would not be possible
3. Would you be happy if Fife Council closes School Lane during the school run?
  - If there is a problem with traffic and children's safety are at risk, then yes
  - If that makes the street safer, then yes
4. Would this affect you somehow?
  - If I am away, I have to make sure I return much sooner or later than the school run at 3pm but if that means that children are safe, I would be happy to do so.
  - No, I am partially blind and don't drive
  - I would need to plan when to leave/arrive home
  - Y, that would mean that children are safe
  - Y, we would need to leave before or after the street gets close but at least we know that children are safe
  - N, but if there is a problem with children safety, I will be happy with any measure been put in place
  - At least the street would be clear for an ambulance to drive
5. Would you be happy if Fife Council closes completely School Lane and makes it only for residents?
  - Not sure
  - Not sure as I don't know if this would actually resolve the issue
  - Y, if that resolves the issue
6. In this case, would you be willing to pay a residents parking permit if required by Fife Council?
  - Yes, but I don't really have to pay as I park in my driveway, but I don't want my visitors to be affected by this measure
  - I wouldn't need to pay as I don't drive and my family can park in my driveway
  - I wouldn't need to as I park in my driveway
  - I don't drive
  - Y, but don't think is needed as I park my van on the residents parking



- Y, but don't think we would need to pay as we park in a resident parking
  - Y, but I would not need to pay as I park on a residents parking
  - Y, but I park in a resident's car park
  - We don't drive anymore
7. What long term solution do you think would be good to implement to avoid the traffic issues in School Lane?
- No idea, many things have been mentioned in previous years and nothing got done
  - Anything, but something needs to be done for the safety of the children
  - A bollard or a barrier at the start of the street so no-one can actually drive to School Lane unless they have a key for the bollard
  - I think the only way to stop parents/carers for driving in is either a bollard or a barrier to close School Lane during the school runs
  - Anything as long as resolves the issue





## WHAT HAS BEEN DONE IN OTHER PARTS OF SCOTLAND

In order to see what solutions could we propose for School Lane traffic issues, we made a research on what other parts of Scotland, if any.

Initially, we thought it would be hard to find any information, however, only with the first research on Google, we found the following:

The screenshot shows the Fife Today website. The header includes the Fife Today logo, the tagline 'News you can trust since 1871', and navigation links for 'Sign in' and 'Subscribe'. Below the header is a dark blue navigation bar with links for 'News', 'Coronavirus', 'East Fife', 'Raith Rovers', 'Sport', 'What's On', 'Lifestyle', 'Homes and Gardens', 'Recommended', and 'Public Notices'. The main article is titled 'Councillors asked to approve more traffic restrictions near schools' and is categorized under 'Education'. The sub-headline reads: 'Councillors in Kirkcaldy and Burntisland are being asked to ignore objections and formally approve new waiting restrictions for roads near to schools.' The article is by Jon Brady, dated Monday, 18th January 2021, 4:54 pm. At the bottom of the article, there are social media sharing icons for email, Facebook, Twitter, and WhatsApp. A banner at the very bottom of the page promotes an 'ad-lite trial for just £2 per month' and a 'Subscribe Today' button.

It's known that Kirkcaldy West Primary School street, Milton Road, has been turned into a one way system to minimise the traffic jam.

This solution could be agreed by committee last January 2021 as the school is not placed in a cul-de-sac.

NEWS / SCHOOLS &amp; FAMILY

## School safety: Three Angus primary schools to impose trial driving bans following historic traffic concerns

Angus councillors have approved plans to ban cars at three Angus primary schools in a bid to make streets safer for school children.



February 24 2021, 4.00pm

By Rebecca McCurdy



After talking with Cllr Bill Duff from Montrose and District, he advised that there was real concerns from parents about traffic around the schools, specially at the school entrances. In his constituency, Ferryden Primary School, have seen implemented just at the start of June 2021 an Experimental Traffic Order (ETO) <sup>1</sup>

It is our understanding that there has never been a near misses or accidents around these schools as per Cllr Bill Duff advice, even though, Councillors have decided to close the streets during the school run.

<sup>1</sup> <https://www.angus.gov.uk/sites/default/files/2021-02/45.pdf>



## Tweet



**Tayside Police** ✓

@TaysidePolice



### Traffic Restrictions At Angus Primary Schools

Just a reminder about the new restrictions coming into effect at three Angus Primary Schools from tomorrow morning (June 7th). Ferryden PS in Montrose, Langlands PS in Forfar, and Muirfield PS in Arbroath.

Primary School	Restriction Times	Exemptions	Streets Affected
Ferryden	08:30 – 09:30, 14:45 – 15:45	Emergency Vehicles	Craig Crescent
Muirfield	08:30 – 09:30, 14:45 – 15:45	Blue Badge Holders	Timbergreens
Langlands	08:30 – 09:30, 14:45 – 15:45	Resident Permit Holders	Taranty Road, Taranty Place

12:00 · 06/06/2021 · [Hootsuite Inc.](#)



Sign in



Home

News

Sport

Weather

iPlayer

Sounds

CBB

# NEWS

[Home](#) | [Coronavirus](#) | [Brexit](#) | [UK](#) | [World](#) | [Business](#) | [Politics](#) | [Tech](#) | [Science](#) | [Health](#) | [Family & Education](#)

[Scotland](#) | [Scotland Politics](#) | [Scotland Business](#) | [Edinburgh, Fife & East](#) | [Glasgow & West](#) | [Highlands & Islands](#) | [NE, Orkney & Shetland](#)

[Alba](#) | [Local News](#)

## Traffic ban outside six Edinburgh primary schools

🕒 22 September 2015



It is also our understanding that due to traffic concerns on 6 Primary Schools in Edinburgh, Councillors approved an ETO back in 2015 to close the streets during the school run and they have recently have stopped being Experimental to be a Traffic Regulation Order (TRO)

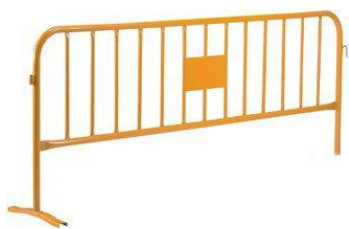
## POTENTIAL SOLUTIONS



Pedestrianization of School Lane open only for residents and school staff members. Although, this might not be a potential solution as no-one could control who access the street unless cameras are also installed and controlled by Police Scotland in order to enforce.



Opening another school entrance to alleviate the current one. If the owner of the field next to the gates in the playground agreed to build a path for pupils to use, the gate at School Lane will have less people gathered and therefore, less traffic, however, this traffic will be moved to another part of Station Road (behind the Hair O Dynamix) where there is an entrance to the field.



Close School Lane during the School Run with a movable barrier, open only for residents, emergency services and school staff as done in other parts of Scotland which seems to be working.

This seems to be also the desire solution by parents/carers and residents.



**THANK YOU**





























6<sup>th</sup> October 2021

Agenda Item No. 5

---

## Officer Response to Petition; School Lane, Cardenden.

---

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

Wards Affected: Ward 8 - Lochgelly, Cardenden and Benarty

---

### Purpose

---

The purpose of this report is to respond to the Petition submitted to the Cowdenbeath Area Committee to Close School Lane, Cardenden to traffic during school start and finish times.

### Recommendation(s)

---

It is recommended that Committee notes the concerns behind the petition and remits officers in Roads & Transportation to develop an alternative proposal to create a safe pedestrian route to Denend Primary School while maintaining residents' vehicle access.

### Resource Implications

---

When a suitable solution is agreed, resources will be identified and funded through approved service budgets.

### Legal & Risk Implications

---

There are no known legal or risk implications.

### Impact Assessment

---

Depending on the solution agreed, there may be an impact on certain users of School Lane. This will be assessed during the appraisal of options for school lane.

### Consultation

---

Any proposal will be consulted on with the school via the School Travel Plan. Any proposal requiring a Traffic Regulation Order will be consulted on in accordance with the Road Traffic Regulation Act 1984.

## 1.0 Background

---

- 1.1 A petition was submitted to Fife Council by parents of Denend Primary School requesting a Traffic Regulation Order to close School Lane to all traffic during school start and finish times. Appended to the petition was the latest results from the School Travel Plan survey. These are appended to this report for information.
- 1.2 A response was sent out to the lead petitioner explaining the issues relating to promoting a Traffic Regulation Order to ban traffic at certain times of day. The lead petitioner request that the petition still be considered by Cowdenbeath Area Committee.

## 2.0 Issues and Options

---

- 2.1 There are a number of residential properties on school lane and residents will expect to be able to access and egress their properties at all times of day. Residents will also expect to receive deliveries, have trade companies visit and visitors throughout the day.
- 2.2 A Traffic Regulation Order to ban all vehicles during school start and finish times will therefore lead to considerable objection from residents. Such a restriction can only be enforced by Police Scotland. Police Officers do attend schools across Fife as part of their 'Park Safe' initiative however they will not be able to provide constant enforcement of a 'No Entry' restriction which could de-value it and not address parents' concerns. Whilst there is a perceived road safety risk and reports of 'near misses,' there are no recorded collisions on school lane which would justify such a controversial restriction and a rigorous enforcement regime.
- 2.3 A report is being tabled at the November Policy and Co-Ordination Committee on the 'School Streets' initiative. This initiative has been implemented by several other Local Authorities to restrict vehicular access to certain streets near to school gates. Residents are exempt from the restriction via a permit system and the restriction times are identified by illuminated signs. Initially, should the P&C Committee agree, a trial of this scheme would be rolled out to gauge its effectiveness.
- 2.4 Recent communication from the school Head Teacher requested that Roads and Transportation investigate options to create a safe pedestrian route from the end of the existing footway to the school access.
- 2.4 Options to consider for School Lane, Cardenden are as follows:-
  - 1. Depending on the outcome of the P&C Committee in November, School Lane could be considered for a 'school streets' trial. It should be noted however that as residents' vehicles will still be permitted to access school lane during closure times, it will not fully address parents' concerns. It will also rely on Police enforcement and carry a high capital cost as well as ongoing costs to manage permits.
  - 2. Investigate options for extending the footways to the school gates or other means of securing a safe pedestrian route to the school entrance. This would separate vehicle movements from pedestrians, provided pedestrians keep to the safe route; and will not require additional enforcement or incur ongoing revenue costs.

## 3.0 Conclusions

---

- 3.1 The restriction requested by the petitioners would not be practical and likely lead to objections from residents. The options in 2.4 should therefore be considered as a practical alternative.

### List of Appendices

---

1. Original Petition and supporting documents.

Report Contact  
Phil Clarke  
Lead Consultant, Traffic Management (South)  
Roads and Transportation Services  
Telephone: 03451 55 55 55 + VOIP Number **442093**  
Email: [phil.clarke@fife.gov.uk](mailto:phil.clarke@fife.gov.uk)



6<sup>th</sup> October 2021

Agenda Item No. 5

---

## Objection to Speed Cushions – C26 Fordell and Coaledge

---

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

---

Wards Affected: Ward 7 - Cowdenbeath

---

### Purpose

---

The purpose of this report is to allow the Area Committee to consider an objection to proposed speed cushions on C26 Fordell and Coaledge.

### Recommendation(s)

---

It is recommended that Committee agrees to set aside the objection, allowing officers to proceed with the construction of the traffic calming measures.

### Resource Implications

---

The budget for the speed cushions from the agreed Area Roads Programme (ARP) is £10,000.

### Legal & Risk Implications

---

There are no known legal or risk implications.

### Impact Assessment

---

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

### Consultation

---

The local Ward Councillors agreed this Area Roads Programme (ARP) scheme and Police Scotland have been advised.

Formal consultation required by the Roads (Scotland) Act 1984 for the road hump process was carried out through the posting of a legal notice in a local newspaper and on the affected length of road. In addition, details of the proposed raised table were made available on [www.fife.gov.uk](http://www.fife.gov.uk).

## 1.0 Background

---

- 1.1 Approval was given by the Cowdenbeath Ward Councillors for the 2021/22 ARP to provide 5 new sets of speed cushions on the C26 Fordell and Coaledge (see Appendix 1 Location Plan Drawing No. TRO/21/19).
- 1.2 A Humps Notice was published on 17<sup>th</sup> June 2021 providing details of the proposed speed cushions and allowed 28 days for public objection. Due to a small administration error on the initial notice we decided to restart the notice process to ensure the full consultation period was available and accessible. The second notice period began on 5<sup>th</sup> August and allowed for a further 28 days for public objection. One objection to the proposal was received. While undertaking site investigations during the consultation period we received 2 verbal comments of support for the proposal.

## 2.0 Issues and Options

---

- 2.1 The objection and response from Roads & Transportation Services has been included within the background papers. A summary of the concerns raised within the objection are provided below, along with Service comments. A site meeting has also been arranged with the objector to further discuss their comments.
- 2.2 *"I am not opposed to all traffic calming and speed reducing measures in the area but consider the present proposal to be excessive."*

The objector is supportive for the introduction of speed cushions in Fordell. The objector feels that traffic calming in Coaledge is unnecessary on the reasons that there is little pedestrian traffic in the area, a lack of footway on both sides of the road in some sections and the topography of the road. The objector would like the proposal altered from 5 sets of speed cushions to 2 sets (one set outside Melvaig and the other at no. 1 School House).

In accordance with national guidance, traffic calming measures in 20 mph zones should be appropriately spaced throughout the road length to ensure that 20 mph zones are self-enforcing and encourage a smooth style of driving. The proposed locations for speed cushions in Fordell and Coaledge have been carefully chosen following this national guidance. Reducing the number of sets of speed cushions to 2 sets at locations where the objector has suggested would only address the excessive traffic speed at one end of Fordell. Although this suggestion would cost less, it does not consider the concerns raised by both Ward Councillors and the Community Council regarding excessive speeding in Coaledge and does not follow national guidance. The proposed 5 sets of speed cushions will address the excessive traffic speed throughout both villages of Fordell and Coaledge and may encourage more pedestrians and cyclists to use this route.

The objector states that the uphill section heading north and the corner at Coaledge slow traffic down naturally. Speed survey results outside "Melvaig" indicate that northbound traffic is travelling at 2 – 3 mph slower than southbound. However, both northbound and southbound average speeds show significant non-compliance of the speed limit with 26.3 mph and 28.6 mph respectively. Although the uphill gradient and corner do slow traffic, installing the proposed speed cushions will slow traffic sufficiently to improve speed limit compliance.

- 2.3 *"The character of Fordell and Coaledge is rural. To install five banks of speed cushions is a form of urbanisation, which will tend to spoil the rural character of the area."*

The improvements the local community have taken to improve the aesthetics of Fordell and Coaledge is noticeable with flower planters and well-maintained properties and gardens. The objector similarly acknowledges the work carried out by the Crossgates and

Mossgreen Green Thumb group. The negligible visual impact of the speed cushion proposal will not adversely affect the rural nature of this area. As the road is a 20 mph zone there are no requirements to provide warning signs for speed cushions.

## 3.0 Conclusions

---

- 3.1 It is considered, in the interests of road safety, that the objection should be set aside allowing officers to proceed with the construction of the speed cushions.

### List of Appendices

---

1. Drawing No. TRO/21/19 – Proposed Speed Cushions – C26 Fordell and Coaledge.

### Background Papers

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

- EqIA Summary Sheet
- Redacted full correspondence of objection

Report Contact

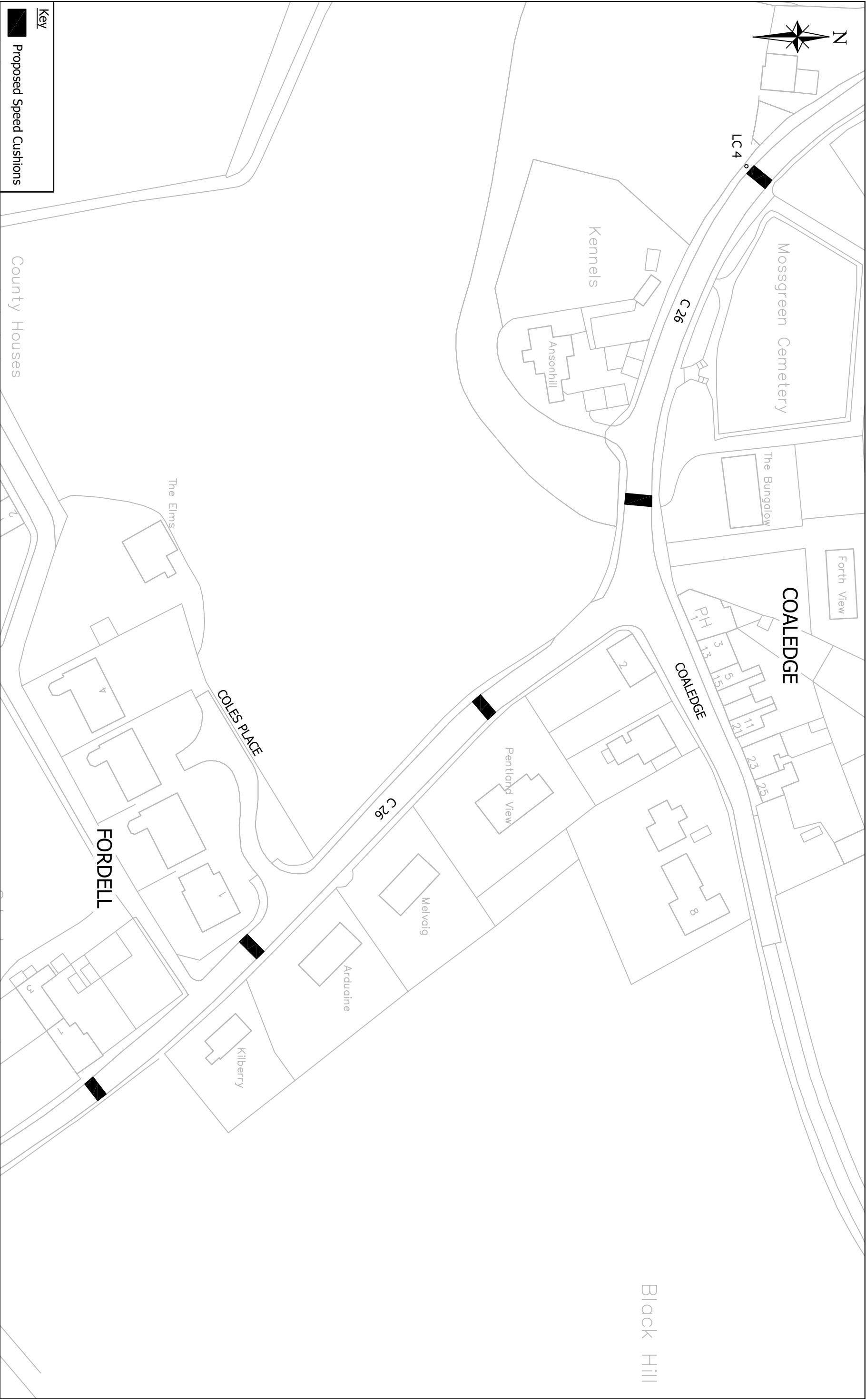
Phil Clarke

Lead Consultant, Traffic Management (South)

Roads and Transportation Services

Telephone: 03451 55 55 55 + VOIP Number **442093**

Email: [phil.clarke@fife.gov.uk](mailto:phil.clarke@fife.gov.uk)



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100023385.						
DESIGNED	KJ	REV	AMENDMENTS	BY	APPD	DATE
DRAWN	KJ					
CHECKED	PC					
APPROVED	PC					
DATE						
APRIL 2021						
HEAD OF ASSETS, TRANSPORTATION and ENVIRONMENT - KEN GOURLAY						

 <b>ASSETS, TRANSPORTATION and ENVIRONMENT</b>			
Proposed Speed Cushions			
C26 Coaledge and Fordell, by Crossgates			
SCALE	NTS	DRAWING No.	TRO/21/19
		REV.	—

## **Objection 1**

**From:** [REDACTED]

**Sent:** 15 July 2021 22:42

**To:** Traffic Management <[Traffic.Management@fife.gov.uk](mailto:Traffic.Management@fife.gov.uk)>

**Cc:** Cllr Darren Watt <[Cllr.Darren.Watt@fife.gov.uk](mailto:Cllr.Darren.Watt@fife.gov.uk)>

**Subject:** Objection and Counter Proposal re C26 Fordell and Coaledge - Speed Cushions

---

Dear Sir or Madam,

### **Re: C26 Fordall and Coaledge - Speed Cushions**

Please acknowledge receipt of the attached submission, which is an objection, counter proposal and freedom of information request in relation to the above proposal.

Yours,

[REDACTED]

### **Objection to Proposal - C26 Fordell and Coaledge Speed Cushions**

1. I write to register my objection to the proposed scheme for speed cushions at Fordell and Coaledge. For the avoidance of doubt, I am not opposed to all traffic calming and speed reducing measures in the area, but consider the present proposal to be excessive. As a result, my submission includes a counter proposal.

2. In this submission I will refer repeatedly to the plan attached to the proposal ("the plan") and for simplicity will describe features as if the reader has the plan in front of them.

3. The first thing to appreciate about the road running from the top left to the bottom right of the plan is that for most of its length it only has pavement on one side of it. If you walked from the top left from the Mossgreen end down to Fordell you would be to the left of the road. You would only have reason to cross the road when you reached the vicinity of Coles Place.

4. As go from the top left of the plan, before you reach Coles Place there is only one dwelling on the south (right hand) side of the road, the side which does not have a pavement - my house Ansonhill. To the south of Ansonhill just after Coaledge forks off there is a section of the road which does not even have a grass verge. As a consequence there is no pedestrian traffic on this side of the road.

5. Furthermore, friends, trades people, couriers, postmen and other callers usually come to Ansonhill by motor vehicle. Accordingly, there is negligible foot traffic across the road to benefit from the bank of traffic cushions proposed for the top left of the plan at LC4.

**6. Given the lack of pedestrian traffic on the south side of the road, and the lack of foot traffic across the road to Ansonhill, the proposed bank of speed cushions at the top left of the plan at LC4 is unnecessary and should be cancelled.**

7. Where there is a problem with excessive speed is at the bottom right hand corner of the plan in the vicinity of the School Houses, the access road to the County Houses and Coles Place. Vehicles

coming down the hill from the top of the plan have good visibility of any pedestrians and thus are unlikely to endanger them. By contrast, some vehicles coming northwards in to Fordell from the direction of Aberdour (off the bottom of the plan), drive at grossly excessive speed. Owing to the layout of the road at that point, neither a driver coming north nor a pedestrian crossing the road has good warning of the others presence.

8. Accordingly, **the bank of speed cushions proposed for next to the gable end of No 1 the School House is justifiable.**

9. Once there is a bank of speed cushions next the gable end of No 1 the School House, traffic coming north will be forced to markedly slow down and to observe the 20 mile an hour speed limit. North of Coles Place (going up the plan) the road becomes quiet steep and vehicles naturally markedly slow down.

10. Accordingly, **the bank of speed cushions proposed for next to the house Peatland View are unnecessary.**

11. Assuming there is no bank of speed cushions next to Peatland View, then the position of the bank of speed cushions proposed for next to the gable of No 1 Coles Place should be reconsidered. Pedestrians at Fordell do cross the road at Coles Place and the access road for the County Houses. Vehicles coming down the steep slope below the turning for Coaledge do tend to gather speed.

12. Accordingly, **I propose a single bank of speed cushions in front of the house Melvaig instead of the two banks of speed cushions respectively next the gable of No 1 Coles Place and in front of Peatland View.**

13. With regard to the bank of speed cushions proposed for by the boundary between Mossgreen Cemetery and the Bungalow, local topography has to be taken in to account. Any vehicle coming up the plan in a northward direction is already forced to slow substantially by the steep slope in front of Peatland View and the garden of No 2 Coaledge, and also by the sharp bend to the left. As it is common ground that there should be some traffic calming at Fordell, vehicles will in future be coming up the hill markedly slower. Accordingly, there is no need for traffic calming at that point for vehicles travelling northwards.

14. With regard to vehicles travelling down the plan in a southward direction, they are either going to slow to turn off the road into Coaledge, or they are likely to slow to take the sharp right hand bend. Once they are round the bend, they will be see a bank of traffic cushions ahead, which will prevent them from accelerating and endangering pedestrians.

15. Accordingly, **the bank of traffic cushions proposed for in front of the boundary between Mossgreen Cemetery and the Bungalow is unnecessary.**

16. While the plan is very helpful, it does not convey the topography of the area. Coaledge lies significantly up hill from Fordell, and both Ansonhill and Mossgreen Cemetery even more so. To properly assess my objection and my counter proposal a site visit is necessary. Accordingly, **I request a meeting on site with the Council's traffic engineers to be able to put my case more fully.** (For the avoidance of doubt, I am an affected local rather than a commercial entity and do not expect any charge from the Council for this.)

17. The character of Fordell and Coaledge is rural. Rabbits, hares, deer, pheasants and birds of prey are frequently seen in the area. Even otters, swans and a heron have been seen in the plan area. To

install five banks of speed cushions is a form of urbanisation, which will tend to spoil the rural character of the area.

18. Also, the current proposal is for five banks of speed cushions in the area of the plan. By contrast Inverkeithing Road at the other end of Crossgates, which is much busier, has a considerably higher population in its vicinity and has pavements on both sides of the road has only two banks of speed cushions. This indicates that the current proposal is excessive.

19. While the Council's attention is focused on the area, they might like to consider filling a number of pot holes and cracks in the surface of the road just south of the junction with the B925. They might also like to have the worn and faded 20 mph markings on the road surface repainted.

20. For clarity, **my counter proposal is that the Council install just two banks of speed cushions: one next the gable of No 1 the School House and the other in front of Melvaig.**

21. One of the benefit of my counter proposal is that it is cheaper to put in two sets of speed cushions rather than five. So to bring the issue into focus, **I ask as a freedom of information request for the Council to disclose estimates of the cost and person hours of installing (a) the Council's proposal, and (b) my counter proposal.** Please forward this request to the person or team in the Council tasked with answering freedom of information requests.

22. I have already raised in three emails dated 25th June, 11th July and 12th July to [traffic.management@fife.gov.uk](mailto:traffic.management@fife.gov.uk) the issue of defects in the Council's public notice of this proposal, and why I believe to be an equality issue. (Please treat these three emails and your Mr Keith Johnston's email of 5th July as being part of this objection.) For the avoidance of doubt, my sending in this submission should not be interpreted as conceding that the notice dated 17th June 2021 was either legally valid or acceptable.

23. These defects give the Council an opportunity to consider my counter proposal, and hopefully adopt it or some other modified version of the original proposal, before re-issuing a new public notice. Accordingly, **I ask the Council to concede that the notice was defective, and undertake to consider both my and any other objections before issuing any new proposal.**

[REDACTED] 15/7/2021.

### **Service Response 1**

**From:** Keith Johnston

**Sent:** 26 July 2021 14:33

**To:** [REDACTED]

**Subject:** FW: Objection and Counter Proposal re C26 Fordell and Coaledge - Speed Cushions

Dear [REDACTED],

I note your objection to the speed cushions proposal for Fordell and Coaledge and also the other emails we have received from you regarding the notice procedure (typing error and uploading online to [www.fife.gov.uk](http://www.fife.gov.uk)).

As I am just back from annual leave I wanted to provide you with acknowledgement of your objection and other emails and we will respond in due course.

Regards

Keith Johnston  
Technician Engineer – Traffic Management (South)  
Fife Council

### **Service Response 2**

**From:** Keith Johnston <[Keith.Johnston@fife.gov.uk](mailto:Keith.Johnston@fife.gov.uk)>  
**Sent:** 29 July 2021 09:23  
**To:** [REDACTED]  
**Subject:** FW: Objection and Counter Proposal re C26 Fordell and Coaledge - Speed Cushions

Dear [REDACTED],

With regard to your concerns regarding the typing error on the notice and its lack of availability for viewing online we have decided to restart the notice process for our proposal. As such a new notice will be placed on-site, online and in the local newspaper on 05/08/21 with the end date for objections on 02/09/21. Please note that we will still consider your objection below and it will not be necessary for you to re-submit your objection.

I note from your objection, that although supportive for the introduction of traffic calming in Fordell and Coaledge, you feel that the proposal is excessive and you would like us to consider reducing the number of sets of speed cushions from 5 sets to 2 sets.

In accordance with national guidance, traffic calming measures in 20 mph zones should be appropriately spaced throughout the road length to ensure that the 20 mph zone is self-enforcing and to encourage a smooth style of driving. The proposed locations for speed cushions in Fordell and Coaledge have been carefully chosen following this national guidance. Reducing the number of sets to 2 at locations where you have suggested would only address the excessive traffic speed at one end of Fordell. As you have mentioned pedestrian movements are fairly low and this is expected for this area, however our proposal will address the excessive traffic speed throughout both Fordell and Coaledge which may encourage more pedestrians and cyclists to use this route.

As this proposal will reduce the traffic speeds, this may contribute to the rural nature of the villages. The improvements the local community have taken to improve the aesthetics of Fordell and Coaledge is noticeable with flower planters and well maintained properties and gardens. The negligible visual impact of the speed cushion proposal will not adversely affect the rural nature of this area.

With regard to your comments concerning road defects, you can report these online here: [Road maintenance & reporting | Fife Council](#) These will be inspected and any defects identified will be addressed in line with accordance with Council policy.

As I have confirmed in a separate email your freedom of information request will be dealt with by our Information Management & Requests Team.



After consideration of the above I need to ask whether you wish to withdraw your objection. Unresolved objections will be considered at the next available Cowdenbeath Area Committee following the restarted notice procedure.

Regards

Keith Johnston  
Technician Engineer – Traffic Management (South)  
Fife Council

### **Objector Reply 1**

**From:** [REDACTED]  
**Sent:** 17 August 2021 15:53  
**To:** Keith Johnston <[Keith.Johnston@fife.gov.uk](mailto:Keith.Johnston@fife.gov.uk)>  
**Subject:** National Guidance on Traffic Calming Measures

---

Dear Mr Johnston,

### **Re: National Guidance on Traffic Calming Measures**

I would be very grateful if you could as a courtesy disclose me a copy of the national guidance on traffic calming measures.

A link to the document would suffice, but an electronic copy would be better.

I would then be in a better position to understand your thinking on the proposed speed cushions (C26 Fordall and Coaledge).

Yours,  
[REDACTED]

### **Service Response 3**

**From:** Keith Johnston  
**Sent:** 20 August 2021 09:56  
**To:** [REDACTED]  
**Subject:** RE: National Guidance on Traffic Calming Measures

Dear [REDACTED],

Please find link below as requested.

<https://www.gov.uk/government/publications/traffic-calming-ltn-107>

Regards

Keith Johnston  
Technician Engineer – Traffic Management (South)  
Fife Council

## **Objector Reply 2**

**From:** [REDACTED]

**Sent:** 02 September 2021 23:57

**To:** Traffic Management <[Traffic.Management@fife.gov.uk](mailto:Traffic.Management@fife.gov.uk)>; Keith Johnston

<[Keith.Johnston@fife.gov.uk](mailto:Keith.Johnston@fife.gov.uk)>

**Subject:** Revised Objection to Proposed Speed Cushions at Coaledge and Fordell C26 attached

---

Hi,

Please confirm receipt of the attached revised objection and counter proposal.

Yours sincerely,

[REDACTED]

## **Service Response 4**

**From:** Keith Johnston

**Sent:** 03 September 2021 07:44

**To:** [REDACTED]

**Subject:** RE: Revised Objection to Proposed Speed Cushions at Coaledge and Fordell C26 attached

Morning [REDACTED],

Our computers do not support a .pages file type. Please can you resend me the file but in another format. Perhaps copy and paste into an email.

Regards

Keith Johnston

Technician Engineer – Traffic Management (South)

Fife Council

## **Service Response 5**

**From:** Keith Johnston

**Sent:** 07 September 2021 09:35

**To:** [REDACTED]

**Subject:** FW: Revised Objection to Proposed Speed Cushions at Coaledge and Fordell C26 attached

Morning [REDACTED],

Please see below. Please note we are approaching a deadline for preparing the report for the Cowdenbeath Area Committee to consider your objection. Please can you re-send me the file before Thursday 9<sup>th</sup> September. Otherwise the report will reflect your original objection submitted during the first consultation period for the proposed speed cushions.

Apologies that our computers cannot access your file.

Regards

Keith Johnston  
Technician Engineer – Traffic Management (South)  
Fife Council

### **Objection 1 (Revised)**

**From:** [REDACTED]

**Sent:** 08 September 2021 14:39

**To:** Keith Johnston <[Keith.Johnston@fife.gov.uk](mailto:Keith.Johnston@fife.gov.uk)>; Traffic Management  
<[Traffic.Management@fife.gov.uk](mailto:Traffic.Management@fife.gov.uk)>

**Subject:** Revised Objection and Counter Proposal - C26 Fordell and Coaledge Speed Cushions

---

Dear Mr Johnston,

My apologies for sending this submission in Pages format. Until I tried to open it myself in Microsoft Office, I hadn't appreciated the problem.

My intention is that this better worded submission will replace my earlier objection. It is re-ordered, hopefully better phrased and contains new material.

Yours,

[REDACTED]

### **Revised Objection and Counter Proposal - C26 Fordell and Coaledge Speed Cushions**

1. I write to register my objection to the proposed scheme for five banks of speed cushions on the C26 at Fordell and Coaledge and to make a counter proposal for two banks of speed cushions at the downhill Fordell end of the scheme. The key grounds of my objection are:

- a. the proposal fails to take into account the speed limiting effect of the topography of the area and that the need for speed limiting measures is confined to the Fordell end of the area; and
- b. with no pavement, only one dwelling South of the road in the upper (Coaledge) part of the plan area and as a result negligible foot traffic across the road there, there is no need for measures to slow and or calm traffic there.

My counter proposal for two banks of speed cushions is both simpler and on Fife Council's own figures estimated to be £5,000 cheaper than the proposed scheme.

2. In this submission I will refer repeatedly to the plan attached to the proposal ("the plan") and for simplicity will describe features as if the reader has the plan in front of them.

#### **The Lower Fordell End of the Scheme**

3. I accept that here is a problem with excessive speed is at the bottom righthand corner of the plan in the vicinity of the School Houses, the access road to the County Houses and Coles Place. Vehicles coming down the hill from the top of the plan have good visibility of any pedestrians and thus are unlikely to endanger them. By contrast, some vehicles coming northwards in to Fordell from the direction of Aberdour (off the bottom of the plan), drive at grossly excessive speed. Owing to the layout of the road at that point, neither a driver coming north nor a pedestrian crossing the road has good warning of the others presence.

4. Accordingly, the bank of speed cushions proposed for next to the gable end of No 1 the School House is justifiable.

5. Once there is a bank of speed cushions next the gable end of No 1 the School House, traffic coming north will be forced to markedly slow down and to observe the 20 mile an hour speed limit. North of Coles Place (going up the plan) the road becomes quiet steep and vehicles naturally markedly slow down. The slowing effect is strong enough that you can hear the cars' engines toiling and the changing down of gears.

6. Accordingly, the bank of speed cushions proposed for next to the house Peatland View are unnecessary.

7. Assuming there is no bank of speed cushions next to Peatland View, then the position of the bank of speed cushions proposed for next to the gable of No 1 Coles Place should be reconsidered. Pedestrians at Fordell do cross the road at Coles Place and the access road for the County Houses. Vehicles coming down the steep slope below the turning for Coaledge do tend to gather speed.

8. Accordingly, I propose a single bank of speed cushions in front of the house Melvaig instead of the two banks of speed cushions respectively next the gable of No 1 Coles Place and in front of Peatland View.

#### The Upper Coaledge End of the Scheme

9. With regard to the bank of speed cushions proposed for by the boundary between Mossgreen Cemetery and the Bungalow, local topography should be taken in to account. Any vehicle coming up the plan in a northward direction is already forced to slow substantially by the steep slope in front of Peatland View and the garden of No 2 Coaledge, and also by the sharp bend to the left. As it is common ground that there should be some traffic calming at Fordell, vehicles will in future be coming up the hill markedly slower. Accordingly, there is no need for traffic calming at that point for vehicles travelling northwards.

10. With regard to vehicles travelling down the plan in a southward direction, they are either going to slow to turn off the road into Coaledge, or they are going to slow to take the sharp right hand bend. Once they are round the bend, they will be see a bank of traffic cushions ahead, which will prevent them from accelerating and endangering pedestrians.

11. Accordingly, the bank of traffic cushions proposed for in front of the boundary between Mossgreen Cemetery and the Bungalow is unnecessary.

12. Vehicles entering the plan area from the B925 at Mossgreen (just off the top of the plan) usually start slowly. If they are coming from the east from the Crossgates direction, they more often than not have to wait for traffic coming from the west from the Kirkcaldy direction to pass before turning right. Vehicles from the Kirkcaldy direction have to execute quite a sharp turn as the C26 initially bends leftwards.

13. A key feature of the C26 road running from the top left to the bottom right of the plan is that for most of its length it only has pavement on one side of it. If you walked from the top left from the Mossgreen end down to Fordell you would be to the left of the road. You would only have reason to cross the road when neared the vicinity of Coles Place at Fordell.

14. Also, as you go from the top left of the plan, before you reach Coles Place there is only one dwelling on the south (right hand) side of the road, the side which does not have a pavement - my house Ansonhill. To the south of Ansonhill just after Coaledge forks off there is a section of the road which does not even have a grass verge. As a result, there is no pedestrian traffic on this side of the road.

15. Furthermore, friends, trades people, couriers, postmen and other callers usually come to Ansonhill by motor vehicle. Accordingly, there is negligible foot traffic across the road to benefit from the bank of traffic cushions proposed for the top left of the plan at LC4.

16. Given the lack of pedestrian traffic on the south side of the road, and the lack of foot traffic across the road to Ansonhill, the proposed bank of speed cushions at the top left of the plan at LC4 is unnecessary and should be cancelled.

#### General Issues

17. To properly assess my objection and my counter proposal a site visit would be highly beneficial. Accordingly, I request a meeting on site with the Council's traffic engineers to be able to put my case more fully. (For the avoidance of doubt, I am an affected local rather than a commercial entity and do not expect any charge from the Council for this.) If the traffic engineers are unwilling to visit, it may be that Council members of the West Area Committee may wish to inspect this pleasant rural locale for themselves.

18. The character of Fordell and Coaledge is rural. Rabbits, hares, deer, pheasants and birds of prey are frequently seen in the area. Even otters, swans and a heron have been seen in the plan area. Speed cushions by their very nature are road furniture and a form of urbanisation themselves. To install them unnecessarily, as here in the Coaledge area of the plan, will tend to spoil the rural character of the area.

19. Suggestions that the proposed speed cushions will encourage walking on this route are very doubtful. Pedestrian footfall will not change as there will be no change in the local population, and as there is a sound pavement all the way from the B925 at Mossgreen to Fordell. Also. Significant food traffic between the County Houses and Mossgreen completely avoids the road, going past the Bulwark by the right of way, which is the continuation of the Taft.

20. Similarly, suggestions that the proposed speed cushions will encourage cycling are entirely unrealistic. The narrow cutting and double bend by the former Monziehall farm is extremely dangerous for cyclists and pedestrians mean only the brave would cycle up or down the road between Aberdour and Fordell / Coaledge. There is a further dangerous cutting where the road to Aberdour passes the Goat Quarry.

21. Also, the current proposal is for five banks of speed cushions in the area of the plan. By contrast Inverkeithing Road at the other end of Crossgates, which is much busier, has a considerably higher population in its vicinity and has pavements on both sides of the road has only two banks of speed cushions. This indicates that the current proposal is excessive.

22. National guidelines for traffic calming measures apparently advises that traffic calming measures be spaced equally so that a 20mph zone is self-enforcing. I would suggest that these guidelines do not actually provide any useful guidance for the plan area, because:

- a. the guidelines do not take into account the topography of the area, which tends to slow traffic in the middle and upper Coaledge / Mossgreen Cemetery part of the plan;

- b. they do not take into account the markedly different speeds that vehicles enter the plan area – much slower from the top left turning off the B925 at Mossgreen and much faster from the Aberdour road at the bottom right at Fordell;
- c. the need for traffic calming at Fordell, but the lack of any need in the vicinity of Mossgreen Cemetery.

23. While the Council's attention is focused on the area, I would just like to pay tribute to the work of the members of Crossgates and Mossgreen Green Thumb group, who have done much to improve the area.

23. For clarity, my counter proposal is that the Council install just two banks of speed cushions: one next the gable of No 1 the School House and the other in front of Melvaig.

24. One of the benefits of my counter proposal is that it is on Fife Council's own figures £5,000 cheaper than the proposal. (In an emailed answer dated 28th July 2021 to my FOI request, Elaine Walters of Fife Council revealed that the estimated cost of the proposal was £10,000, while the estimated cost of my counter proposal was £5,000.)

[REDACTED] 2/9/2021.

#### **Service Response 6**

**From:** Keith Johnston <[Keith.Johnston@fife.gov.uk](mailto:Keith.Johnston@fife.gov.uk)>

**Sent:** 08 September 2021 15:07

**To:** [REDACTED]

**Subject:** RE: Revised Objection and Counter Proposal - C26 Fordell and Coaledge Speed Cushions

Dear [REDACTED],

Thank you for sending me your objection in this format and apologies our computers were unable to open your original file attachment.

I note your revised objection below which will be considered at the next available Cowdenbeath Area Committee for a decision.

In your objection you have requested a site meeting which I am happy to attend. Is there a preferred time next week and I'll check my diary? Would Wednesday 15th at 9 am be suitable?

Regards

Keith Johnston  
Technician Engineer – Traffic Management (South)  
Fife Council

6<sup>th</sup> October 2021

Agenda Item No. 7

---

## PROPERTY TRANSACTIONS

---

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

---

Wards Affected: 7 and 8

---

### Purpose

---

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

### Recommendation(s)

---

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

### Resource Implications

---

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

### Legal & Risk Implications

---

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

### Impact Assessment

---

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

### Consultation

---

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

## 1.0 Background

---

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

## 2.0 Transactions

---

### 2.1 Disposals

**2.1.1 Moray Institute, 90-92 Main Street, Kelty**

Date of Sale: 13 August 2021

Price: £84,500

Purchaser: SKM Commercial Holdings Limited

## 3.0 Conclusions

---

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

### List of Appendices

1. N/A

### Background Papers

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

N/A

### Report Contact

Author Name	Michael I McArdle
Author's Job Title	Lead Professional
Workplace	Property Services – Estates Bankhead Central Bankhead Park Glenrothes, KY7 6GH
Telephone	03451 555555 Ext No 440268
Email	<a href="mailto:Michael.mcardle@fife.gov.uk">Michael.mcardle@fife.gov.uk</a>



Cowdenbeath Area Committee of 8 December 2021			
Title	Service(s)	Contact(s)	Comments
Pupilwise and Parentwise Surveys 2018-2019		Deborah Davidson	Annual reporting - last submitted 19.09.18, survey done on a 3 year basis, next report due September 2021. Figures not available at present due to Covid-19, to await until figures available email 8.9.21 from Lesley Henderson. Move to December 2021.

Unallocated			
Title	Service(s)	Contact(s)	Comments
Local Community Plan Annual Update and Budget Outturn 2020/21	Communities and Neighbourhoods Service	Sarah Roxburgh	
Area Capital Update Report 2019-2020	Finance and Corporate Services	Eleanor Hodgson	EH 20.11.19 - no update required as capital budget spent.
Update on School Meals from Core Group, L/G & C/B High Schools	Education and Children's Services	Neil Finnie	Convener requested update from core group at agenda planning meeting 15.01.20  Neil Finnie 18.08.20 - no progress due to Covid, temporary catering measures in place until at least  Oct 2020, no update available at present due to Schools home learning.
Pupil Equity Funding (PEF)	Education and Children's Services	Sarah Else	Workshop held on 27th May, 2019, covering this, facilitated by

Unallocated			
Title	Service(s)	Contact(s)	Comments
			Lynne Porter, elected members present. Future report to be confirmed.
Parks Street and Open Spaces Annual Review 2021	Environment and Building Services	John Rodigan	Annual Review at committee Jan 2020, Structure review, next report tbc.