

AGENDA

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1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST** – In terms of Section 5 of the Code of Conduct Members of the Committee are asked to declare any interest(s) in particular items on the agenda and the nature of the interest(s) at this stage.
3. **MINUTE** - Minute of the meeting of Kirkcaldy Area Committee on 1 December 2020 3 - 7
4. **OBJECTIONS TO PROPOSED WAITING RESTRICTION AMENDMENTS AND ONE-WAY SYSTEM: WEST PRIMARY SCHOOL, KIRKCALDY** – Report by the Head of Assets, Transportation and Environment 8 - 21
5. **OBJECTIONS TO PROPOSED WAITING PROHIBITION: EAST TOLL R/A & PRIMARY SCHOOL ACCESS ROAD, BURNTISLAND** – Report by the Head of Assets, Transportation and Environment 22 - 30
6. **KIRKCALDY ECONOMIC PROFILE (DECEMBER 2020)** – Report by the Head of Business and Employability 31 - 44
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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.

Morag Ferguson
Head of Legal and Democratic Services
Finance and Corporate Services

Fife House
North Street
Glenrothes
Fife, KY7 5LT

12 January, 2021

If telephoning, please ask for:
Lesley Robb, Lead Officer - Committee Services, Fife House
Telephone: 03451 555555, ext. 441094; email: Lesley.Robb@fife.gov.uk

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THE FIFE COUNCIL - KIRKCALDY AREA COMMITTEE – REMOTE MEETING

01 December, 2020

2.05 pm – 3.30 pm

PRESENT: Councillors Neil Crooks (Convener), Lesley Backhouse, Alistair Cameron, Ian Cameron, Rod Cavanagh, Judy Hamilton, Zoe Hisbent, Gordon Langlands, Kathleen Leslie and Carol Lindsay

ATTENDING: Vicki Connor, Co-ordinator (Programme & Financial Management), Lesley Craig, Technician Engineer, Traffic Management (South Fife), John Rodigan, Senior Manager – Environment & Building Services Assets, Transportation and Environment; Julie Dickson, Team Manager (Community Development), Paul Vaughan, Head of Communities & Neighbourhoods, Communities and Neighbourhoods; Eleanor Hodgson, Accountant, Finance and Corporate Services; Alison Marr, Solicitor, Lesley Robb, Lead Officer - Committee Services, Legal & Democratic Services

APOLOGIES FOR ABSENCE: Councillor(s) David Ross, Richard Watt

238. DECLARATIONS OF INTEREST

Decision

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

239. MINUTE

The Committee considered the minute of the meeting of the Kirkcaldy Area Committee of 20th October 2020.

Decision

The Committee approved the minute.

240. BURNTISLAND COMMON GOOD FUND- REPLACEMENT ELECTRICAL WORKS - BURNTISLAND LINKS AUDIT RESPONSE

The Committee considered a report by the Head of Communities and Neighbourhoods advising of a review of a decision taken in April 2019 and the response to an action requested by External Audit in Fife Council's External Audit for 2019/20.

In terms/

In terms of Standing Order no. 8.1 (1), the following Notice of Motion, proposed by Councillor Langlands and seconded by Councillor Hamilton was submitted:

“The Committee agree with the Burntisland Links Audit Response report and calls for an additional report to be brought to Kirkcaldy Area Committee on the full details of the Burntisland Links FRI lease, including the Income/Expenditure accounts relating to the agreement between Parks, Streets and Open Spaces and the Burntisland Common Good Fund prior to the next Burntisland Summer Fair.”

The Committee considered the Motion and Fife Council Officers responded to questions from Members.

Decision

The Committee:

1. noted that a review had been carried out;
2. noted the response to the External Audit Report;
3. noted the response confirms the Committee's original decision to allocate money from the Common Good Fund;
4. agreed with the Burntisland Links Audit Response report; and
5. requested an additional report be brought to Kirkcaldy Area Committee on the full details of the Burntisland Links FRI lease, including the Income/Expenditure accounts relating to the agreement between Parks, Streets and Open Spaces and the Burntisland Common Good Fund. The report is expected prior to the next Burntisland Summer Fair.

241. PROPOSED WAITING AND LOADING RESTRICTION AMENDMENT - SANG ROAD / VICTORIA ROAD, KIRKCALDY

The Committee considered a report by the Head of Assets, Transportation and Environment detailing proposals for amendments to existing No Waiting, No Loading and Limited Waiting Restrictions in Sang Road, Sang Place, Gow Crescent, Carlyle Road, West Albert Road, East Albert Road, Victoria Gardens, Townsend Crescent, Alexandra Street, Glebe Park, Victoria Road and John Pitcairn Place, Kirkcaldy.

Decision

The Committee:

1. agreed to the promotion of a Traffic Regulation Order (TRO) to amend the restrictions as detailed in drawing numbers TRO/20/30A, B, C, D, E, F, G, H, J and K (Appendices 1-10 of the report), with all ancillary procedures; and
2. authorised officers to confirm the Traffic Regulation Order within a reasonable period unless there were objections.

242. AREA ROADS PROGRAMME 2020-2021

The Committee considered a report by the Head of Assets, Transport and Environment providing Members with the latest position statement on the delivery of the Kirkcaldy Area Roads Programme 2020/21.

Decision

The Committee:

1. noted the contents of the report and associated appendices; and
2. offered comment as appropriate on the information provided.

Councillor Leslie left the meeting during consideration of the following item

243. GROUNDS MAINTENANCE SERVICE, DOMESTIC WASTE AND STREET CLEANSING SERVICE ANNUAL REVIEW 2020

The Committee considered a report by the Head of Assets, Transportation and Environment informing Members of the performance of Grounds Maintenance, Domestic Waste Collection and Street Cleansing Services in 2020. The report also informed Members of the management changes in these services and identified how community-led decision making will shape operational delivery in the future.

Decision

The Committee noted:

1. the extraordinary challenges faced in the delivery of Grounds Maintenance, Domestic Waste Collection and Street Cleansing Services in 2020 and thanked staff for their efforts during the recent difficult times;
2. the structural and organisational measures being taken to improve and sustain service delivery; and
3. the new decentralised way of working which would deliver local priorities and help communities shape their environment.

244. COMMON GOOD FUNDS ANNUAL REPORT 2019-2020

The Committee considered a report by the Executive Director, Finance & Corporate Services advising Members of the current status of the Common Good Funds in the area and relevant fund activities over the financial year 2019-20.

Decision

Decision/

The Committee:

1. noted the information contained in the relevant appendices for the various Common Good Funds; and
2. offered comments, as appropriate on the information provided.

245. SETTLEMENT TRUSTS - ANNUAL UPDATE ON EXPENDITURE AND FUNDS HELD 2019-2020

The Committee considered a report by the Head of Communities and Neighbourhoods providing Elected Members with an update on the position of the expenditure relating to the Settlement Trusts in their area.

The report also provided a Fife wide statement of funds held in both capital and revenue accounts as at April 2020.

Decision

The Committee noted:

1. the expenditure statement for the financial year 2019/20, detailed in appendix 1 to the report;
2. the funds available at the year-end, relating to amounts held as interest in Revenue accounts and as Capital;
3. and commented on the use of the funding as noted in section 2.0 of the report; and
4. the acceptable uses for the funding, as detailed in appendix 2 to the report.

246. 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 contents of the report.

247./

247. KIRKCALDY AREA COMMITTEE FORWARD WORK PROGRAMME

Decision

The Committee noted the contents of the Kirkcaldy Area Committee Forward Work Programme.

19 January 2021

Agenda Item No. 04

Objection to: Proposed Waiting Restriction Amendments and One-way System: West Primary School, Kirkcaldy

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

Wards Affected: Ward 11 – Kirkcaldy Central

Purpose

The purpose of this report is to allow the Area Committee to consider an objection to a proposed Traffic Regulation Order (TRO) for alterations to waiting restrictions on roads surrounding West Primary School and one-way system on Methven Road, Kirkcaldy.

Recommendation(s)

It is recommended, in the interests of road safety, that Committee agrees to set aside the unresolved objection to the TRO implementing waiting restriction amendments and one-way system on Methven Road, Kirkcaldy as shown in drawings TRO/20/14a (Appendix 1) and TRO/20/14b (Appendix 2), to allow the Order to be made and the restrictions put in place.

Resource Implications

The cost to formally promote this TRO and deliver the associated traffic management works will be approximately £2,000 which covers Roads & Transportation Services' and Legal Services' staff costs, advertising and delivery of the new infrastructure. This will be met from approved Service budgets.

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

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

The local Ward Councillors, Parking Management team, Care Home facility (no. 19) and Police Scotland have been advised.

Formal consultation required by the Road Traffic Regulation Act 1984 for the TRO process was carried out through the posting of legal notices in a local newspaper and on the affected length of roads. In addition, details of the proposed TRO were made available on www.fife.gov.uk.

1.0 Background

- 1.1 Kirkcaldy West Primary School and the School Transport Team requested that we find a solution for the school buses as where they have been operating is not permissible on the existing parking restrictions. The buses would stop on the No Waiting / No Loading At Any Time restrictions on the south side of Milton Road. Additionally, there is a School Crossing Patroller that operates at this point with reduced visibility because of the buses. Some children were crossing the road behind the buses instead of using the Patroller which is less safe.
- 1.2 To ensure the safe operation of the school buses and the children a Temporary Traffic Regulation Order was made for the beginning of the school year for the one-way and parking restrictions on Methven Road.
- 1.3 On 8th September 2020, Committee agreed to the promotion of a TRO to implement waiting restriction amendments and a one-way system on Methven Road, Kirkcaldy. [Minute 2020.KAC.94. Item 220 refers]
- 1.4 Feedback from the school bus operator for this school has shown that Stagecoach have not experienced any issues with the bus stands on Methven Road or the temporary one-way system currently in operation which would indicate that this arrangement is working well.

2.0 Issues and Options

- 2.1 During the statutory objection period, 1 objection was received to the one-way proposal. The main elements of the objection and Service response to these is outlined below with full redacted correspondence in the background papers:

The surrounding streets have increased in traffic due to the temporary one-way system

Although some traffic volume may increase slightly on surrounding streets, this is to be expected with introduction of a one-way street and is acceptable to significantly improve the safety of children in close proximity to the school. All streets nearby schools, especially historic streets, are busy during pick up and drop off times. Without a one-way system on Methven Road there would be higher congestion levels with two-way traffic trying to negotiate past the bus stands on Methven Road as traffic would likely block the Milton Road and William Street junctions.

The proposed one-way was identified to address a specific issue with the school bus operations. Fife Council also examines school traffic holistically by continuing to

work with schools to develop their School Travel Plans to encourage more sustainable methods of journeying to school such as walking and taking the school bus. By providing a suitable bus stand facility with associated one-way street and parking restrictions we will make this sustainable option a safer and attractive choice.

Concerns with crossing the road on William Street at the nursery entrance and at the two junctions of Methven Road (at Milton Road and William Street)

There is no evidence that the temporary one-way has made crossing these junctions less safe. At the Milton Road / Methven Road junction no traffic will be exiting Methven Road due to the temporary one-way and so pedestrians only need to observe traffic entering Methven Road. With the buses relocated from Milton Road to Methven Road this allows for safer School Crossing Patroller operation on Milton Road and improves visibility for pedestrians crossing Methven Road at this junction.

Due to the temporary one-way, the demand for a School Crossing Patroller on Milton Road has reduced. A review of the School Crossing Patrol operations will be requested to see if relocating to the William Street / Methven Road junction would be more beneficial.

Although traffic may have increased slightly on William Street outside the nursery entrance, there are School Keep Clear markings at this location and the road has a 20 mph speed limit with traffic calming. Nursery children are always escorted by an adult who can help assist them cross the road. This location will be investigated to see if any engineering measures are justified to assist crossing movements.

Concerns with safety at the William Street / James Grove junction

This is a T junction where parking occurs right up to the junction. The Highway Code states that drivers should not park within 10 m of a junction. If drivers followed this then the junction would operate much more safely. This junction will be monitored to see if waiting restrictions will be necessary to keep this junction clear of parked vehicles.

Concerns with congestion on William Street due to parking on both sides of the road and drivers blocking the middle of the road, accesses and parking on zig-zag road markings.

Much of this driver behaviour should be dealt with by the Police and not directly attributable to the proposed restrictions. Our Parking Enforcement team can offer enforcement when possible to assist with parking on the School Keep Clear markings.

It would not be advisable to introduce parking restrictions on William Street to allow more space for through traffic as this would significantly reduce available parking for residents and lead to further issues.

2.2 Feedback has been requested from the school on the temporary one-way and new bus stand location and this is summarised below (correspondence is also available as a background paper):

- The temporary one-way does not seem to have impacted either the choice of method of travel by the children i.e. bus / car / walking and the traffic appears to be the same amount as pre-Covid.

- With the buses now sited on Methven Road the children can exit out of the playground gate directly onto Methven Road and board the buses without crossing any road. This also assists Covid arrangements within the school grounds as bus travellers only use this access into and out of the school.
- There are staggered start and end times for the nursery and school years to help reduce congestion. This also allows for children waiting on the bus to line up within the playground which could not have been done as easily if the buses were still on Milton Road.
- Primary One children currently access the school from William Street at the nursery entrance due to the Covid arrangements within the school and this should change when Covid arrangements are relaxed.

These comments from the school would indicate that the temporary one-way and location of the bus stands is working effectively and compliments the various operations within the school grounds, particularly related to Covid protection arrangements.

3.0 Conclusions

- 3.1 It is considered, in the interests of road safety, that the objection be set aside to allow these traffic restrictions to be implemented.

List of Appendices

1. Drawing No. TRO/20/14a: Proposed Parking Restriction Amendments
Methven Road, Kirkcaldy
2. Drawing No. TRO/20/14b: Proposed One-way Methven Road, Kirkcaldy

Background Papers

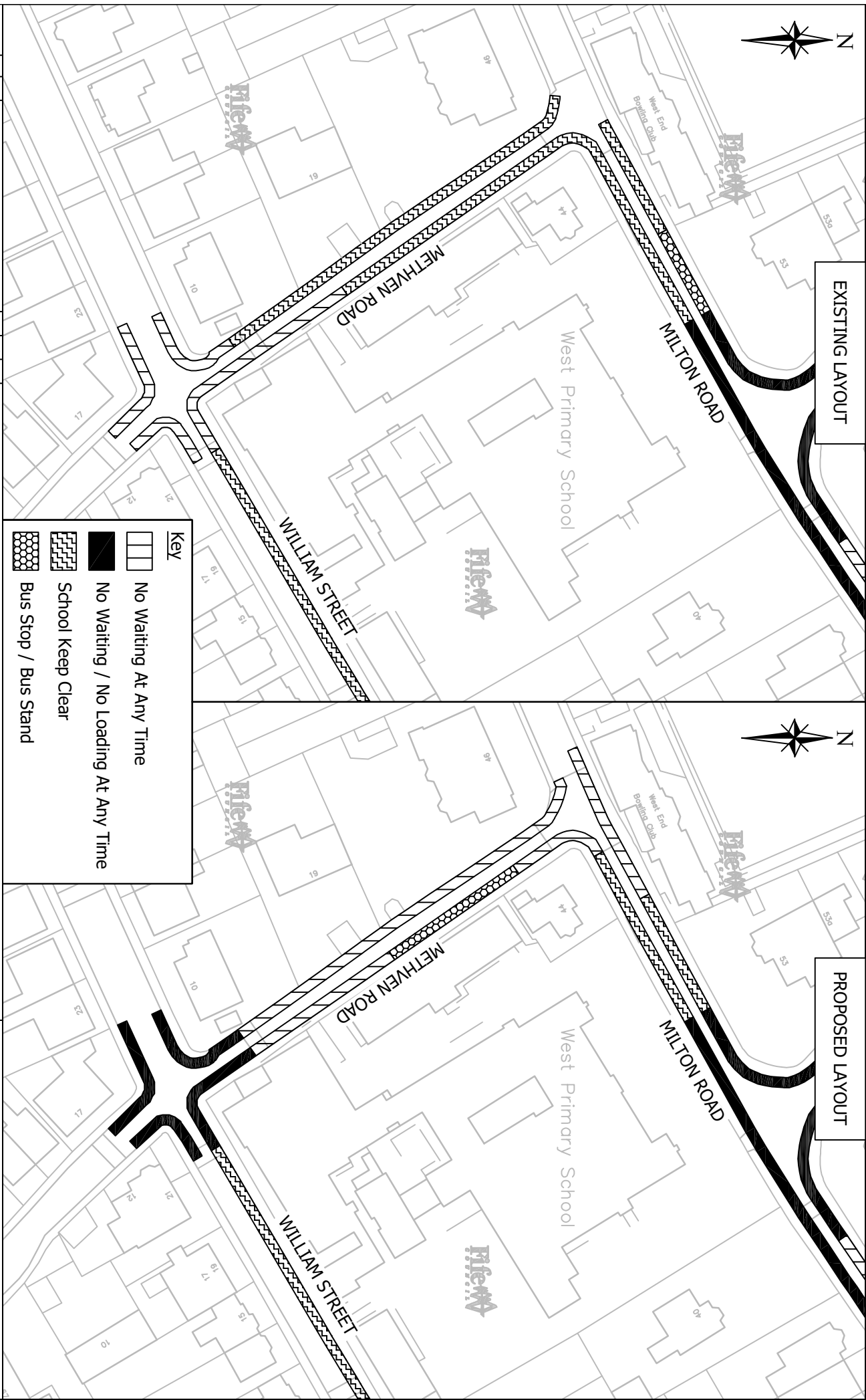
1. EqlA Summary Sheet
2. Full Correspondence (Redacted) with Objector
3. Correspondence with Acting Head Teacher of Kirkcaldy West Primary School

Report Contact

Phil Clarke
Lead Consultant, Traffic Management (South Fife)
Roads and Transportation Services
Bankhead Central
03451 55 55 55 Ext No 442093
Phil.Clarke@fife.gov.uk


EXISTING LAYOUT

PROPOSED LAYOUT

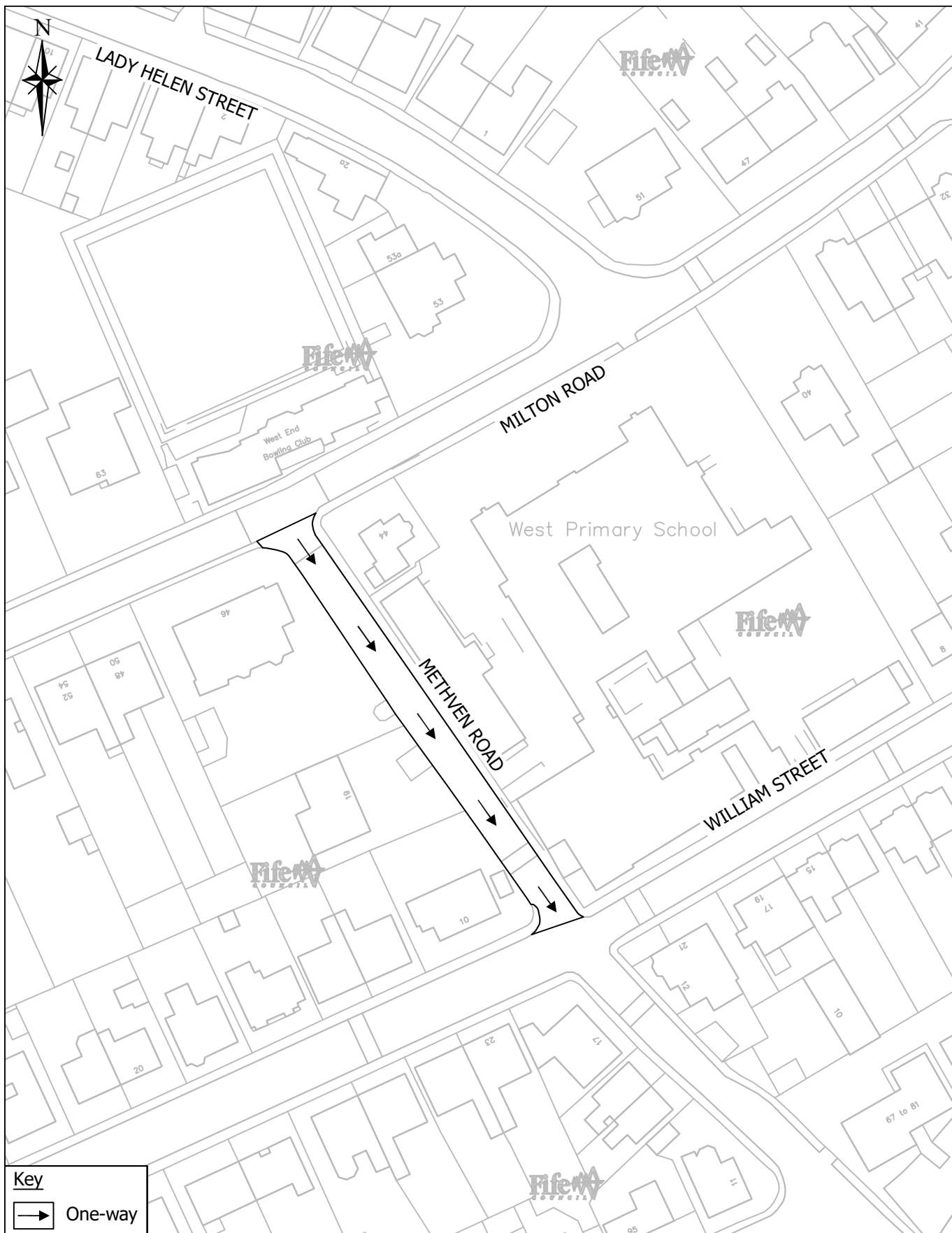


Key

- No Waiting At Any Time
- No Waiting / No Loading At Any Time
- School Keep Clear
- Bus Stop / Bus Stand

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Proposed Parking Restriction Amendments Methven Road, Kirkcaldy											
SCALE		NTS		DRAWING No.		TR/20/14a		REV.		-	

AMENDMENTS			
DESIGNED	REV	BY	APRD DATE
KJ			
DRAWN	KJ		
CHECKED	PC		
APPROVED	PC		
DATE			
MARCH 2020			
HEAD OF ASSETS, TRANSPORTATION and ENVIRONMENT - KEN GOURLAY			



Key

→ One-way

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REV.	AMENDMENTS					BY	APP'D	DATE
DESIGNED	KJ	DRAWN	KJ	CHECKED	PC	APPROVED	PC	DATE MARCH 2020
HEAD OF ASSETS, TRANSPORTATION and ENVIRONMENT - KEN GOURLAY								



ASSETS,
TRANSPORTATION
and ENVIRONMENT

Proposed One-way
Methven Road, Kirkcaldy

SCALE NTS DRAWING No. TRO/20/14b REV. _

Objection 1

From: [REDACTED]

Sent: 16 November 2020 15:51

To: Traffic Management <Traffic.Management@fife.gov.uk>

Cc: [REDACTED]

Subject: Objection to Methven Road, Kirkcaldy ONEWAY order 2020

Importance: High

To Whom It May Concern,

I reside at [REDACTED] William Street and I am writing to object to this above order.

The reasoning I have for this objection is as follows:

- My street and James Grove are already busy streets during term times and are also constrained in width.
- This will make for even busier streets during school pick up times –especially from Balwearie High School as I have observed during this probation period.
- The bigger question is how will the council solve the traffic management issue that surrounds ALL the streets around the West primary school but especially William Street and James Grove.
- By making Methven road a one way the council are exacerbating this problem and not helping this issue.

Please can I be informed if this objection has been received and also on any progress.

With thanks.

Regards,

[REDACTED]

[REDACTED] William Street

KY1 1TW

Officer Response

From: Keith Johnston

Sent: 17 November 2020 08:37

To: [REDACTED]

Subject: FW: Objection to Methven Road, Kirkcaldy ONEWAY order 2020

Importance: High

Morning [REDACTED],

I note your objection to this proposed traffic order.

I would like to provide some background into this proposal for you. Kirkcaldy West Primary School and the Fife Council School Transport Team have requested that we find a solution for the school

buses as where they were previously operating (on Milton Road) was not permissible on the existing parking restrictions. Additionally, there is a School Crossing Patroller that operates there with reduced visibility due to the school buses. Some children were crossing the road behind the buses instead of using the Patroller which is less safe. These buses also completely blocked a vehicular access for a property for the entire time the bus was waiting on the school children.

A site meeting with several Fife Council Officers and the Headteacher for the school reached unanimous consensus that Methven Road would be a suitable location for a bus stand. The location chosen allows children to board and disembark on the same side as the school and close to a school entrance. If Methven Road remained two-way traffic, the required bus stand length and geometry of the street would lead to increased congestion and so to make this a safe operation a one-way street was proposed. We also arranged for Stagecoach to fully test this new routing to ensure that the buses could negotiate the junctions on William Street. This bus stand will only be operational at certain times during the day and will allow for approximately 6 car parking spaces outwith these times which will alleviate the parking demand on surrounding streets.

The reason for this proposal is to make the school bus and School Crossing Patroller operations much safer for the school children. Although some traffic volume may increase slightly on surrounding streets, this is acceptable to significantly improve the safety of children in close proximity to the school. I am sure you will appreciate that all streets nearby schools, especially historic streets, are busy during pick up and drop off times and if there is a specific issue on these streets you would like reviewed then please let me know and I can investigate further.

Fife Council works with each school to help them develop their own School Travel Plan. These plans encourage people to use more sustainable methods of journeying to and from school such as walking, cycling or using the school bus. These initiatives have been very successful Fife-wide in reducing vehicular traffic around schools and are frequently reviewed.

Please can you let me know if, after reviewing the above information, you would like to withdraw your objection or not. Any objections not withdrawn will be considered by the Kirkcaldy Area Committee at a future meeting and a decision made.

I look forward to hearing from you.

Regards

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

Objector Further Comments

From: [REDACTED]

Sent: 17 November 2020 08:45

To: Keith Johnston <Keith.Johnston@fife.gov.uk>

Subject: RE: [EXTERNAL] FW: Objection to Methven Road, Kirkcaldy ONEWAY order 2020

Hi there,

Thank you for the below in depth reasoning for the move towards making methven road a one way system.

I fully understand this explanation but it does not answer or mitigate the increase of traffic on an already constrained road that is William Street- right behind the school.

I fear that as much as you are talking about pupil safety all you have done is exacerbate the risk to them at the crossing of William street and methven road and also on William street at the nursery entrance.

Pray tell how do the council wish to view those issues and provide a remedy to that moot point?

So yes I do wish for the council to investigate and provide solutions to the traffic issue that we observe on a daily basis on both William street and at the T junction with james grove.

All I can see the council are doing with this is removing one issue and increasing the issue elsewhere and it being behind the school feels like as it might not be seen as much as on Milton road is possibly a case of not seen so not heard!!!!!!

So I do still wish to object to this order as I am sure others on our part of William Street will do also.

Regards,

[REDACTED]

From: [REDACTED]

Sent: 17 November 2020 12:56

To: Keith Johnston <Keith.Johnston@fife.gov.uk>

Cc: [REDACTED]

Subject: FW: Objection to Methven Road, Kirkcaldy ONEWAY order 2020

Importance: High

Dear Mr Johnston

Thank you for the response to my husband's email objecting to the proposed traffic order on Methven Road. I have a few further points and questions to raise in light of your response setting out the background to the proposal.

See the key points highlighted in yellow in your email for which I am seeking further clarification.

- 6 additional parking spaces out with the bus times. This will alleviate on street parking demand on surrounding streets. However, the issues with on-street parking demand, is not an issue out with school hours. The peak time of on street parking issues on surrounding streets is at school start and finish time, when buses will be using the space!
- The impact of the traffic increase on surrounding streets needs to be investigated further. You state the proposal is acceptable because it improves the safety for children in close proximity to the school. This may very well be the case on Milton Road, which is a positive. However, improving the safety of all children entering and leaving the school from all entrance points should be a priority. The school and nursery entrance on William Street is

very busy, it is a small entrance onto a very congested street, which has just deteriorated with the introduction of the one way system on Methven Road. Has the impact of the safety of children using this entrance been investigated in light of this proposed change? What is the impact on safety due to the increase in traffic now using William street as traffic can no longer turn in to Methven Road? With cars parked on both sides of the street it makes it only wide enough for one car, parents stop on the zig zag lines, they pull up in the middle of the road to drop their children off and block residents driveways several times a day, not just for morning drop off and afternoon pick up, but during lunch time pick up and drop off for the nursery sessions. This has been an ongoing issue for years, which has just been made worse with an increased volume of traffic now having to drive around the block of the school. The same now happens again at 3.45 when parents park at the far end of William Street closest to Balwearie High to pick up children. Now they have to drive round the block instead of previously turning into Methven Road.

- Both the junction of William Street and Methven Road and the entrance to the school on William Street are dangerous, and unfortunately an accident waiting to happen. This proposal does not help improve the safety of those parents and children who are walking to school and crossing at a busy congested junction, which as you point out, have the added constraints associated with being historic streets. Now adding school buses into the mix with an increased volume of traffic, how can this be justified as improving safety for all children on all the surrounding streets to the school?
- How does this plan encourage people to use more sustainable methods of journeying to and from school? When it does nothing to improve the safety of them walking to and from school via William Street.

Thank you in advance for taking these points and questions raised into careful consideration.

Best Wishes

[REDACTED]

Officer Response

From: Keith Johnston

Sent: 17 November 2020 14:51

To: [REDACTED]

Subject: RE: Objection to Methven Road, Kirkcaldy ONEWAY order 2020

Dear [REDACTED],

Thank you for your further comments.

I have copied [REDACTED] comments below and note that you do not wish to withdraw your objection. As such your objection and further comments will be considered at the Kirkcaldy Area Committee scheduled for 2nd March 2021. Due to the timing to allow for objections for this proposed traffic order we are unable to have this considered at the January Committee. You will be informed on the Committee's decision on or soon after 2nd March.

Regards

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

From: Keith Johnston
Sent: 17 November 2020 15:43
To: [REDACTED]
Subject: RE: Objection to Methven Road, Kirkcaldy ONEWAY order 2020

[REDACTED] – apologies I have my Committees mixed up. This will be considered at the January committee.

Sorry for any confusion.

Keith

From: Judith Scott <Judith.Scott@fife.gov.uk>
Sent: 29 November 2020 22:01
To: Keith Johnston <Keith.Johnston@fife.gov.uk>
Cc: Linda Watters <Linda.Watters@fife.gov.uk>
Subject: Re: Traffic Order - Methven Road, Kirkcaldy

Hello Keith,

Please accept my apologies for the delay in replying.

I recently took up post at Kirkcaldy West Primary as Headteacher but know the challenges with transport having previously taught at the school for many years, as well as being a parent of the school for the past 14 years.

As a school we have not received any feedback from parents or staff regarding the one-way system since the temporary measures were established. As Linda has said the contractor changed in August and there have been many complaints about the buses, but none regarding the one-way system.

The temporary arrangement does not seem to have impacted either way in the number of children who would have travelled by bus/car or walked, and we appear to have the same amount of traffic as pre Covid.

One benefit of the buses sited on Methven Road is that the children can exit out of the playground gate directly onto Methven Road and board the buses without crossing any road. When planning the playground arrangements due to Covid (limiting movement of children/parents and attempting to prevent bottlenecks) we asked that this entrance/exit be used only for bus children and this has been successful.

Another advantage is that the crossing patrol now has a clear line of vision on Milton Road making it safer to help children cross more safely. Previously it was very difficult to see past the stationary buses and we did also have children crossing behind the buses which was very unsafe.

At the moment the nursery and school children have different start times to the day, with nursery starting at 8.30 am and school at 9am. We also have staggered exit times at the end of each day with school children leaving from 2.55pm to 3.05 and the nursery children leaving at 3.25pm. This has been evaluated and reviewed by the school leadership team to lessen congestion in the playground and surrounding streets. Children waiting for the bus line up within the playground to wait for the buses which they could not have done as easily if the buses were parked in Milton Road.

Our primary one children can now access the playground from the gate on William Street as this is nearest to where the primary one children line up and this may be adding to the number of parents/children entering school from William Street, but that is due to Covid arrangements rather than the buses or one-way system.

I hope this information is useful but please do not hesitate to contact me if you would like any more detail or have any questions.

Kind regards,
Judith

Judith Scott
Acting Head Teacher,
Kirkcaldy West Primary School,
42 Milton Road,
Kirkcaldy.
KY1 1TL.
Tel 03451 555 555 ext 583432
Tel 03451 555 555 ext 444159 (direct line)

From: Keith Johnston
Sent: 17 November 2020 15:31
To: Samantha Murray <Samantha.Murray@fife.gov.uk>; Kirkcaldywestps Headteacher <Kirkcaldywestps.Headteacher@fife.gov.uk>; Lesley Gault <Lesley.Gault@fife.gov.uk>; Linda Watters <Linda.Watters@fife.gov.uk>; Craig Meeks <Craig.Meeks@fife.gov.uk>; peter.barrie@fife.gov.uk; Robyn Steven <Robyn.Steven@fife.gov.uk>
Cc: Phil Clarke <Phil.Clarke@fife.gov.uk>
Subject: Traffic Order - Methven Road, Kirkcaldy

Afternoon all,

An update on the Legal proceedings for the proposed one-way system on Methven Road at Kirkcaldy West Primary School and associated parking restriction amendments. The Legal Order is currently in the objection period that will end on 3rd December. Already we have received one objection to the proposal and after explaining the background behind the proposal they do not wish to withdraw. This means a Committee Report will be presented at the 19th March 2021 Kirkcaldy Area Committee Report.

It would be useful for the report if we can identify any issues that have arisen with the temporary one-way in operation along with positives that have come from the temporary change. The temporary order is valid until the summer.

Samantha – perhaps you could provide me information on behalf of the school outlining the benefits of this temporary arrangement and how the pupils / parents have responded. i.e. is it working? Also due to Covid arrangements – is there evidence (anecdotal?) that more parents are bringing their children to school by car instead of bus / walking / car sharing? Is there staggered school times for start and end including nursery? These points may show that any increase in traffic may be partly attributable to the Covid pandemic and not necessarily due to the one-way.

Malvine / Linda – any known issues from the school transport or is the feedback mainly positive?

Peter – any known issues at the school crossing patrollers due to the one-way system?

The objector claims that crossing the road on William Street at the nursery entrance has gotten worse and they have more concerns with children crossing the road at the two junctions on Methven Road.

I would welcome your comments and observations as these will help us in supporting arguments for the traffic order at the Committee meeting so that the Councillors can make an informed decision.

Thanks

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

19 January 2021

Agenda Item No. 05

Objections to Proposed Waiting Prohibition: East Toll R/A, Burntisland

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

Wards Affected: Ward 9 – Burntisland, Kinghorn and Western Kirkcaldy

Purpose

The purpose of this report is to allow the Area Committee to consider two objections to the proposals for the introduction of waiting restrictions in the vicinity of East Toll Roundabout, Burntisland.

Recommendation(s)

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

1. sets aside the two objections to the proposed Traffic Regulation Order (TRO) as detailed in drawing no. TRO/20/28 (Appendix A); and
2. approves the TRO to allow restrictions to be implemented.

Resource Implications

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

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

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

Committee agreed to the promotion of this TRO at the October Committee on 20th October [Committee minute 2020.KAC.102.232. refers].

Formal consultation required by the Road Traffic Regulation Act 1984 for the TRO process was carried out through the posting of legal notices in a local newspaper and on the affected length of roads on 5th November. In addition, details of the proposed TRO were available on Fife Direct.

1.0 Background

- 1.1 The legal notice posted on 5th November advised of an objection period with a closing date of 26th November. Two objections were received in relation to the “No Waiting At Any Time” restrictions at the East Toll Roundabout. There was no objection to the proposed lines at the entrance to the primary school.

2.0 Issues and Options

Objection 1

- 2.1 The objector indicated that they would prefer a return to the road marking that existed prior to resurfacing works. This was the “School Keep Clear” zigzag marking that prohibited stopping 8.30 am until 5pm, Monday to Friday.

It was explained to the objector that this marking was inappropriately used on the roundabout and would not be replaced. The function of the SKC zigzag marking is to clear lengths of road of parking vehicles where children can cross the road seeing and being seen by moving traffic. We would not expect children to be crossing the roundabout and therefore this marking should not be used.

It was also explained that this marking permitted parking in the evenings and at weekends. However, no vehicle should be parked at that location in line with rule 243 of the Highway Code, i.e. within 10m of a junction or opposite a traffic island. Therefore, the “No Waiting At Any Time”, double yellow line restriction was the most appropriate marking for this location to keep the roundabout exit clear.

- 2.2 The objector states that parking is at a premium in the street and requested that a residents’ parking scheme be considered.

In Fife, residents’ parking schemes are introduced in areas where there are major parking issues caused by transportation hubs, e.g. around train stations with high numbers of commuter traffic. Whole areas are involved where restrictions permit a period of parking (2 or 3 hours) for any vehicle and a resident’s parking permit allows them to park all day. This does not provide “Residents Only” parking so would not relieve the issue of a lack of parking in a single street where there is an excessive amount of residents’ vehicles.

- 2.3 The objector thinks this will affect the value of their property.

The location of the property, having a frontage onto a public, A-class road, within 10m of a roundabout, precludes parking regardless of any road markings. The

double yellow lines would simply highlight and reinforce the Highway Code rules.

Objection 2

- 2.4 The second objector again requested the reintroduction of the SKC zigzags to permit parking in the evenings and at weekends to allow access to the homes.

Aside from the issue of the roundabout and it being where no vehicles should be parked, the double yellow lines stop on the boundary between nos. 3 & 5 Aberdour Road and would not be directly in front of their property, although it is accepted that this will still cause issues for the objector with other residents vehicles using that space. Regrettably, no household has a right to the road space directly outside the property on the public highway, so any available space is open to anyone. It was also explained that the lines prohibit waiting/parking but, do not prohibit loading and unloading. So, as long as a vehicle is seen to be actively loading or unloading and it is not causing an obstruction, they are permitted to stop long enough to do deliveries at any time.

- 2.5 The objector also raises issue with hgv traffic using the A921 (Cromwell Rd) & A909 Cowdenbeath Road overrunning pavements while passing the primary school.

This issue is not related to the proposal of this TRO and should be addressed separately.

- 2.6 The objectors' concerns have been fully considered but to safeguard free flowing, through traffic on the A921, the restrictions are required to ensure vehicles park at a reasonable distance from the exit of the roundabout. It is therefore proposed that the TRO amendment be made to bring about the changes as shown in the drawing in Appendix 1.

3.0 Conclusions

- 3.1 It is considered, in the interests of road safety, that these traffic restrictions be promoted.

List of Appendices

1. Drawing No. TRO/20/28: East Toll R/A, Aberdour Road / Cromwell Road / Cowdenbeath Rd & Primary School Access Rd, Burntisland: Proposed Prohibition of Waiting

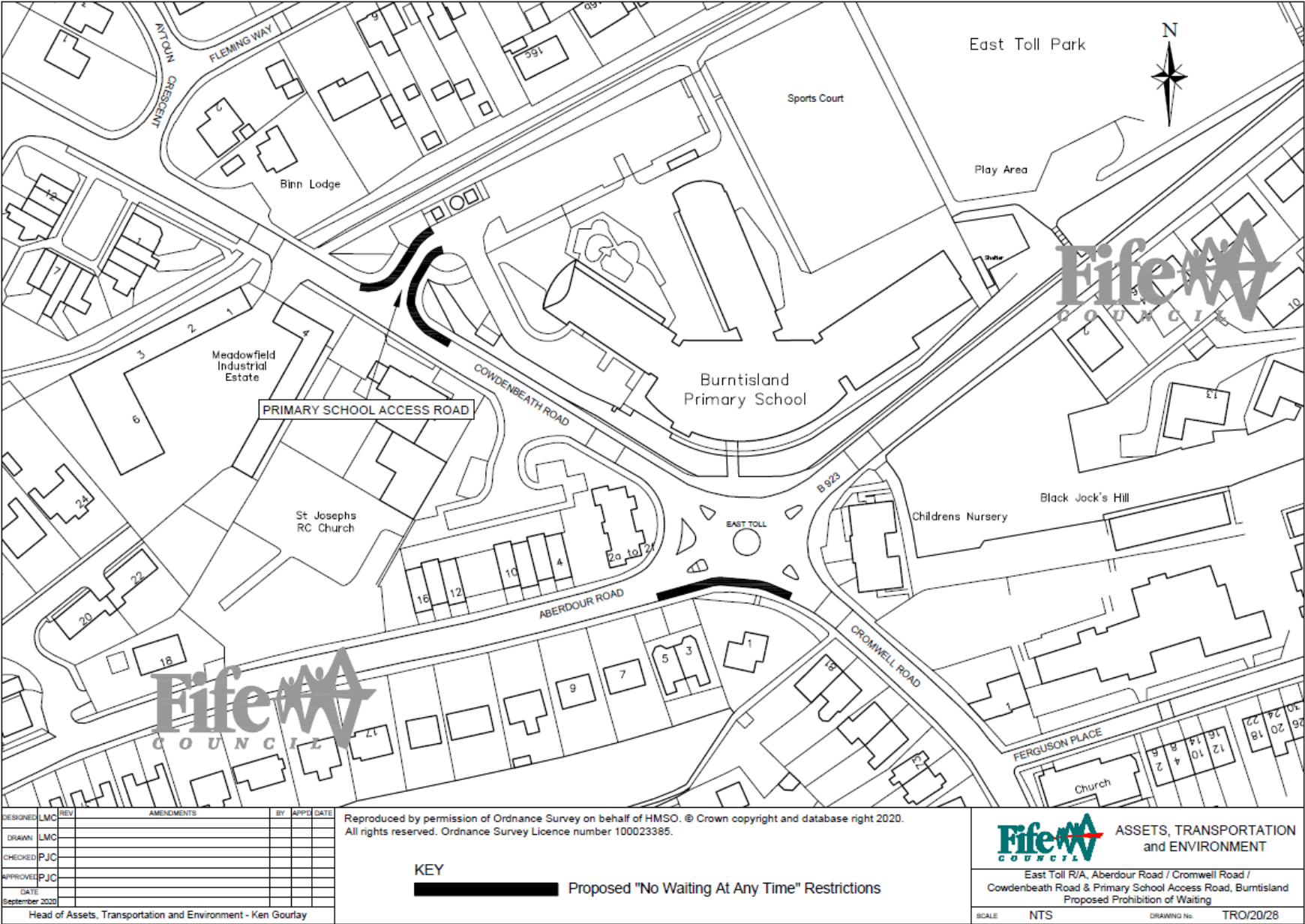
Background Papers

1. Full correspondence from objectors - redacted

Report Contact

Phil Clarke
Lead Consultant, Traffic Management (South Fife)
Roads and Transportation Services
Bankhead Central
03451 55 55 55 Ext No 442093
Phil.Clarke@fife.gov.uk

Appendix A



Objection 1

From: [REDACTED]

Sent: 23 November 2020 15:07

Subject: The Fife Council (East Toll Roundabout & Primary School Access Road, Burntisland)
(Prohibition Of Waiting) Order 2020

I wish to object to the proposed waiting restriction at the East Toll Roundabout. We live at [REDACTED] Aberdour Road and this Order as drafted would prevent us from parking outside our home at any time.

When we bought the house there were zigzag lines outside prohibiting parking during the hours of approx. 08.30 to 17.00 during weekdays to safeguard schoolchildren and those accompanying them. It would be reasonable to reintroduce that but prevention of parking during evenings and weekends will seriously impact ourselves and neighbours. Parking is already at a premium here with no spare capacity.

In all the time we're been here there has never been an accident or obstruction, even since the lines were removed a few months back during roadworks.

Alternatively please consider a residents' parking permit scheme.

[REDACTED]
Aberdour Road
Burntisland

From: [REDACTED]

Sent: 23 November 2020 18:13

Further to my letter of objection in relation to [REDACTED] Aberdour Road, here's what was here before (taken from Googlemaps). As I said this was sufficient to ensure there were no issues.



From: [REDACTED]

Sent: 23 November 2020 18:19

Further to my previous email objecting to permanent waiting restriction outside our property, here's what was here before (taken from Googlemaps). As I said before this was sufficient to ensure there were no issues.

As the imposition of a permanent waiting restriction would affect the value of my property, should I not have been personally informed, rather than learn of it by chance from a notice on a nearby lamppost??

[REDACTED]

Transportation Services Response

From: Lesley Craig
Sent: 24 November 2020 15:42
To: [REDACTED]

[REDACTED],
I have been passed your email and have recorded your formal objection.

The yellow zigzag "school keep clear" marking was the wrong type of marking for this location, this is why they were not replaced. They are only supposed to be used where children are expected to be crossing and parked vehicles would create a danger. Removing parking using these zigzags ensures children can be seen crossing by passing traffic as they prohibit vehicles stopping during the day when schools are in. We would not expect children to be crossing over the roundabout so the zigzags were inappropriate. In addition, it is also a traffic offence to park opposite a traffic island (where it would cause an obstruction) or within 10m of a junction (the roundabout) so there shouldn't be any parking there to remove.

The double yellow lines are only proposed where no vehicles should be parking and finish on the boundary between nos. 3 & 5, which is ever so slightly less than where the zigzags were before. The proposed double yellow lines could actually give more access for loading and unloading to your property. They are "No Waiting At Any Time" which prohibits waiting/parking but, they do not prohibit loading and unloading. So, as long as a vehicle is seen to have loading or unloading operations being undertaken and it is not causing an obstruction, they are permitted so you could have deliveries through the day. Any vehicle deemed to be parking and not loading or unloading would risk receiving a parking ticket.

Aberdour Road is an A-class road (A921) so all traffic is permitted to travel without restriction along it. We are unaware of an arrangement with any company that they should go north past the primary school rather than turning left; this is not necessary as all vehicles can use the A-class road.

With regards to the notice on the lighting column – this and a notice in the local paper is the recognised way of notifying the public – we do not write to individual residences.

I hope I have gone some way to addressing your comments.

Given the above, I now have to ask if you wish to maintain your objection or to withdraw it. If you wish to maintain your objection a report will be tabled at the next available Kirkcaldy Area Committee, detailing your objection and asking for a ruling on it. The Committee can elect to uphold your objection or over-rule it to allow the lines to proceed. You would be informed of the Committee decision after the meeting.

Please let me know your wishes before the end of November.

Regards
Lesley

Lesley Craig
Technician Engineer

From: Lesley Craig
Sent: 24 November 2020 16:13
To: [REDACTED]

[REDACTED],
Apologies, my paragraph regarding the A921 won't make much sense to you as this was a point raised by one of your neighbours – the perils of reading two objections then replying – the points get stuck in your head and merge into one.

I also realised that I didn't address your point regarding a residents' parking scheme. This would not be considered for a single street like this location. We treat whole areas where there are parking issues caused by transportation hubs, like train stations or town centres. Our residents parking schemes don't provide residents only parking – they permit parking for any vehicle for say 2 or 3 hours but allow residents to park all day. In streets where it is really only residents utilising the parking we cannot guarantee parking by introducing a scheme.

Again, Apologies for my confusion.
Regards
Lesley

Objector Response

From: [REDACTED]
Sent: 24 November 2020 17:50

Hi Lesley

Thanks for your responses and no worries about the confusion - easily done.

I think we have nothing to lose by proceeding with our objection. The number of cars parking along this section of Aberdour Road has certainly increased in the last couple of years and we fear that as well as causing more inconvenience for us, it will affect the value of our property.

Regards

[REDACTED]

Transportation Services Response

From: Lesley Craig
Sent: 25 November 2020 11:41
To: [REDACTED]

Good morning,
Thank you for letting me know that you wish to maintain your objection.
I believe the next Committee date is 19th January.
You will be informed of the Committee decision after that.

Regards
Lesley

Objection 2

From: [REDACTED]
Sent: 23 November 2020 23:35
To: Traffic Management <Traffic.Management@fife.gov.uk>

I wish to object to the proposed waiting restriction at the EAST TOLL ROUNDABOUT & PRIMARY SCHOOL ACCESS ROAD, BURNTISLAND.

Prior to the resurfacing of the A921 Aberdour Rd mid 2019 there was a No Stopping notice 8am-5pm at the junction with East Toll Roundabout in a westerly direction.

This proved a sufficient safety measure, reducing the risk for pupils walking to school and discouraged parents parking inconsiderately during peak times. Thankfully the restrictions also took into account the needs of the local residents, some of whom are elderly, enabling them to park nearer to their homes, access to which can also prove challenging due to the terraced aspect of the properties.

We have young children and of course safety is of paramount concern to us, however prior to the resurfacing the balance between safety and access was successful. Currently we've have no markings whatsoever, for over 12months there seems not to have been an issue regarding safety or indeed inconsiderate parking at peak school times. I must commend Fife Council and Police Scotland for their part in re-educating the general public via fixed penalty notice and occasional patrols.

We would be happy to return to this balanced approach of restricted waiting times between 8am - 5pm, however the proposed (TRO Ref 0014) extension and No Parking At Any Time, seems excessive as a homeowner and parent.

However if this Order is being promoted in the interest of road safety, particularly in the vicinity of a large primary school, I would like to draw attention to an area of concern that I and many other parents of children attending Burntisland Primary School desperately need addressed.

Namely the frequent use of the A921 (Cromwell Rd) - A909 Cowdenbeath Rd by Heavy Goods Vehicle going to and from Scott Pallet East Dock Burntisland.

These HGV's often mount the pavement on Cromwell Rd as they try to manoeuvre parked cars, and clip the East Toll roundabout as they head North toward the A909, meanwhile 700 children, siblings and parents are on the school run.

This situation has become untenable and the worst possible scenario, is frankly unthinkable. Apologies that this is slightly off topic, however if we are thinking about safer roads, it would be good to take a more in depth look at the infrastructure around our school and address the areas of real concern.

Sincerely

[REDACTED]
Aberdour Rd
Burntisland

Transportation Service Response

From: Lesley Craig

Sent: 24 November 2020 16:31

To: [REDACTED]

[REDACTED],

I have been passed your email and have recorded your formal objection.

I am afraid that the yellow zigzag "school keep clear" marking prohibiting stopping 8.30am -5pm was the wrong type of marking for this location, this is why they were not replaced. They are only supposed to be used where children are expected to be crossing and parked vehicles would create a danger. Removing parking using these zigzags ensures children can be seen crossing by passing traffic as they prohibit vehicles stopping during the day when schools are in. We would not expect children to be crossing over the roundabout so the zigzags were inappropriate. In addition, it is also a traffic offence to park opposite a traffic island (where it would cause an obstruction) or within 10m of a junction (the roundabout) so there shouldn't be any parking there to remove.

The double yellow lines are only proposed where no vehicles should be parking and finish on the boundary between nos. 3 & 5, which is slightly less than where the zigzags were before.

The proposed double yellow lines could actually give more access for loading and unloading to the properties. They are "No Waiting At Any Time" which prohibits waiting/parking but, they do not prohibit loading and unloading. So, as long as a vehicle is seen to have loading or unloading operations being undertaken and it is not causing an obstruction, they are permitted so you could have deliveries through the day. Any vehicle deemed to be parking and not loading or unloading would risk receiving a parking ticket.

HGV traffic can use either the A909 Cowdenbeath Road or the A921 Aberdour Road without restriction with them both being A-class roads. This proposal is to ensure that all vehicles can leave the roundabout onto Aberdour Road easily and without obstruction of parked vehicles too close to the roundabout. The other issues with HGVs can be looked into but it won't be as part of this proposal.

I hope I have gone some way to addressing your comments.

Given the above, I now have to ask if you wish to maintain your objection or to withdraw it. If you wish to maintain your objection a report will be tabled at the next available Kirkcaldy Area Committee, detailing your objection and asking for a ruling on it. The Committee can elect to uphold your objection or over-rule it to allow the lines to proceed. You would be informed of the Committee decision after the meeting.

Please let me know your wishes before the end of November.

Regards
Lesley

Lesley Craig
Technician Engineer

Objector Response

From: [REDACTED]
Sent: 24 November 2020 16:58
To: Lesley Craig

Thanks for your reply. Needless to say I am disappointed as parking has not been an issue in the 9 years of living here. Mistakes are obviously made, it's only human, however building a new school some years ago and not putting double lines at the main entrance seems negligent?

I fail to see what use a fair and transparent planning system is when the decisions have technically already been made using traffic legislation guidelines. It seems to me that someone's re read the handbook lately and we are on the receiving end. Either that or there is a surplus of paint at the depot?

I would be happy to keep my objection in place, in the interest of exercising my right to do so.

Sincerely
[REDACTED]

Transportation Service Response

From: Lesley Craig
Sent: 25 November 2020 11:39
To: [REDACTED]

Scott,

Thank you for your response.

Most Traffic Regulation Orders (TROs) are reactive, formed from comments or complaints raised by members of the public or local councillors or to address safety concerns that have evolved. With the likes of the entrance to the school, this is within 10m of a junction so drivers should know not to park there (Highway Code) and double yellow lines shouldn't be required. But issues with vehicles stopping in the junction have lead to requests for lines to remind drivers. We wouldn't rush to do a TRO until issues arise because they are expensive to produce and then it becomes a financial /maintenance responsibility to keep the lines in place.

Thank you for letting me know that you wish to maintain your objection.

I believe the next Committee date is 19th January.

You will be informed of the Committee decision after that.

Regards
Lesley

19 January 2021

Agenda Item No. 06

Kirkcaldy Area Economic Profile (Dec 2020)

Report by: Gordon Mole, Head of Business and Employability

Wards Affected: Wards 9,10,11 and 12

Purpose

The purpose of this report is to provide members with an annual overview of the local economic profile for the Kirkcaldy Committee area using the latest available published data. The attached briefing note (Appendix 1) is accompanied by a presentation to Committee by officers from Business & Employability.

Recommendation(s)

It is recommended that Members:

1. Note the issues raised from an analysis of the latest available data;
2. Note the support given to businesses during 2019/20; and
3. Recognise the ongoing economic impact and uncertainty resulting from the global Covid-19 pandemic.

Resource Implications

There are no resource implications associated with this report.

Legal & Risk Implications

There are no specific legal and risk implications associated with this report.

Impact Assessment

An Equalities Impact Assessment has not been completed and is not necessary as it does not represent a change to policy.

The Fairer Scotland Duty, which came into force on 1 April 2018, requires the Council to consider how it can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. The information presented in the attached briefing note and accompanying presentation provide members with context on inequalities within their committee area and Fife as a whole.

Consultation

Key officers from within Business & Employability have been consulted in the preparation of this overview report and presentation.

1.0 Background

- 1.1 The attached briefing note provides an overview of the economic profile of Kirkcaldy and business support activity carried out in 2019/20. Key aspects of the analysis will be further highlighted in an accompanying presentation to Area Committee.
- 1.2 The profile is based upon a range of economic data published on a regular and systematic basis by reliable sources that include the Scottish Government and Office of National Statistics (ONS).
- 1.3 The lag in the availability of economic data means that the latest figures present a largely pre-Covid picture of the local economy, although some of recently developed experimental data (which will be presented to the Committee at the meeting) provides an insight into the initial economic impact of the pandemic.
- 1.4 The area profiles and Fife-wide economic analysis inform a range of strategic planning activities including the Strategic Assessment and Local Outcome Improvement Plan (Plan4Fife); local community planning; and the Fife Economy Strategy. The data also provide members with context and background on policy development and impact.
- 1.5 Alongside the economic data analysis, the briefing note also provides a summarised narrative of key economic developments within the local committee area and Fife as a whole.

2.0 Headline Opportunities & Challenges

- 2.1 The economic profile highlights the following **opportunities** for the Kirkcaldy area:
 - Work is progressing on the new Kingdom Park housing development in Kirkcaldy and will deliver 1,088 homes when fully completed by 2028.
 - The £1.6m Council-funded Waterfront Regeneration Project, aimed at better connecting the waterfront and the town centre, is due to complete in 2021. The esplanade has proved a popular location for active leisure during the pandemic.
 - The project 'Love Oor Lang Toun' Community Interest Company established in March 2020 is helping to promote Kirkcaldy town centre and support Covid-19 adaptation. Local shopping trade appears to have been bolstered by the pandemic. A Kirkcaldy Town Centre Strategy is currently being developed.
 - New residential developments planned for the gap site previously occupied by the Co-op and the former linen factory above the Olympia Arcade aim to support the re-purposing and diversification of Kirkcaldy town centre.
 - Fife Cultural Trust's proposed £3 million revamp of the Adam Smith Theatre is expected to start in the autumn of 2021 and finish by November 2022.
 - Fife Central Retail Park (not included with town centre vacancy figures) has remained relatively buoyant during the Covid-19 pandemic, underpinned by the presence of the Sainsbury's supermarket and M&S Food.
- 2.2 The economic profile also highlights the following **challenges** for the Kirkcaldy area:
 - Vacancy rates in Kirkcaldy town centre have increased and are second highest of Fife's key town centres after Kincardine.

- Kirkcaldy's employment rate is lower than both the Scottish and Fife averages, decreased by 7.4 percentage points since December 2018. Male employment in the area is nearly 8 percentage points below the Scottish rate.
- Kirkcaldy has the second highest claimant rate (8.7%) of Fife's seven local committee areas and the highest number of claimants (3,200). Since October 2019 Kirkcaldy's claimant rate increased from 5.3% to 8.7% as the number of people claiming out-of-work benefits rose from 1,945 to 3,200 as a result of the economic impact of the Covid-19 pandemic.
- Resident earnings in the Kirkcaldy & Cowdenbeath area are higher than workplace earnings. This suggests a proportion of residents are travelling to higher paid jobs outside the local area. Since 2017 workplace earnings in Kirkcaldy have increased by 6% and resident earnings by 16%.
- Kirkcaldy has a considerably higher proportion of its working age population with no qualifications than the Fife and Scottish average
- Tourism only supports 5% of jobs in the Kirkcaldy area, compared to 10% of jobs in Fife as a whole. That said, Tourism & Hospitality has been hit worst of all by the economic impact of Covid-19 in 2020.

3.0 Conclusions

- 3.1 The 2020 global Covid-19 pandemic has had an unprecedented economic impact, the full scale of which has still to fully emerge. Government support has so far helped to mitigate the immediate impact on businesses, but the concern is that unemployment may increase significantly once the Coronavirus Job Retention Scheme (furlough scheme) and Self-Employment Income Support Scheme come to an end.
- 3.2 The economic impact of Covid-19 and businesses' recovery has been uneven. Demand for Fintech services has increased as online retail has thrived. Manufacturing has demonstrated a high degree of resilience and adaptability during the crisis. Construction has bounced back quickly, bolstered by accelerated investment in infrastructure; although material costs have increased. The high proportions of employment within the public sector and health & social care sector in Fife have protected many residents in the region, many of whom are working from home. Further high-profile failures within the high street retail sector (particularly fashion retail) are having a major impact on city centres, although the crisis has prompted a welcome rejuvenation in local town centre trading. The biggest impact, however, has undoubtedly been felt by the tourism and hospitality sector. Ongoing and rapidly changing travel and social distancing restrictions have undermined any significant form of recovery, with around one third of employees in the sector still on furlough and at risk of unemployment.
- 3.3 Concerns regarding inequalities have also been exacerbated as a result of the pandemic. Research suggests people from BAME backgrounds have been more susceptible to coronavirus. Some of those in lower paid occupations, and already suffering in-work poverty, have been at greatest risk of redundancy and unemployment. The crisis is also clearly seen to be impacting most significantly on those areas and localities that were already struggling before the pandemic.

- 3.4 Work on the Council's Reform & Recovery Programme has engaged members on the development of short-term actions to support and sustain local economic recovery and options for the reform of council services going forward, drawing upon lessons learned in our response to the crisis. Cross-cutting workstreams are expected to report back on progress to Policy & Coordination Committee in February 2021. These reports will include recommendations in relation to the Leading Economic Recovery workstream and Community Wealth Building workstream.

List of Appendices

Appendix One: Kirkcaldy Area Economic Profile (December 2020)

Background Papers

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

- Plan for Fife 2017-2027
- Fife's Economic Strategy 2017-2027

Report Contact

Peter Corbett, Lead Officer (Economy) E: Peter.Corbett@fife.gov.uk

Kirkcaldy Area Economic Profile 2019/2020

Dec 2020

Population

Mid-year Population Estimate, 2018



The total population in Kirkcaldy is estimated at **60,243**.

This compares with a total population of 59,700 as at the 2011 Census.

	Kirkcaldy	Fife
% aged 0-15 (Children)	17%	17.3%
% aged 16-64 (Working age)	62%	62.6%
% aged 65+ (Pensionable age)	21%	20.1%

Source: 2018 mid-year estimates from the National Records of Scotland

Note: These figures are estimates based on the 2011 Census. The next Census is due to take place in 2022.

Town Centres

Vacancy Rate, April 2019



	Kirkcaldy Town Centre	Fife
% of Vacant Floor Space	31.1%	20.8%
% of Vacant Units	24.3%	18.0%

Source: Experian GOAD Data (Fife Council) - Latest available data is for April 2019

Geography: Kirkcaldy Town Centre.

Commentary:

- Between April 2015 and April 2019, Kirkcaldy's town centre vacancy rate by retail/service unit increased by 6.2 percentage points (from 18.1% to 24.3%).
- The vacancy rate based on floor space increased by 11.9 percentage points over the same period (from 19.2% to 31.1%).
- Kirkcaldy has the second highest rate of vacant floor space and retail units of Fife's town centres after Kincardine.
- In 2020, 58 grants worth £100 were awarded to town centre businesses in Kirkcaldy through the Small Business Covid Safety Grant Scheme towards the cost of implementing public health and safety measures as businesses reopened after lockdown. The scheme funded by the Scottish Government/Scotland's Towns Partnership Towns and BIDs Resilience and Recovery Fund was administered by Business Gateway Fife.
- Community Interest Company, Love Oor Lang Toun, was established in March 2020 to support, develop and promote the town centre. During lockdown, the initiative set up an online shopping service – ShopAppy Kirkcaldy - making Kirkcaldy the first town in Scotland to use the multi-award-winning online shopping platform. Following receipt of a £20,000 grant from the Scottish Towns and Business Improvement Districts (BIDs) Resilience & Recovery Fund in July, the initiative is looking at installing new click and collect lockers in shops, re-introducing wi-fi in the town centre and carrying out marketing campaigns.

- Kirkcaldy has launched its own Lang Toun branded gift card. The pre-paid MasterCard that can be loaded with any amount from £5 to £500 to encourage local spending.
- Kirkcaldy's new 15-17 store will open in the spring after flood damage delayed its planned September opening. The fledgling chain store brand aims to make use of the empty retail unit vacated by Debenhams earlier this year to bring a mix of different retailers together under one roof, with a selection of small local businesses and bigger national names trading side-by-side.
- The £1.6m Council-funded Waterfront Regeneration Project which started in 2019 is continuing throughout 2020 and into 2021. The project will better connect the waterfront and the town centre as part of wider efforts to regenerate Kirkcaldy town centre. It has been developed with help from the Kirkcaldy Waterfront Group, the Kirkcaldy's Ambitions Partnership, Kirkcaldy 4 All, local residents and businesses.
- C. Sinclair Fish Merchants opened a new shop on Kirkcaldy High Street. The new premises complements their existing Burntisland High Street shop and provides additional preparation space for the firm's quality fresh fish & seafood products.
- As part of the efforts to regenerate the town centre the Postings Steps have been repaired and upgraded. The improvements also include new lighting and street art.
- The former linen factory above the Olympia Arcade in Kirkcaldy is being converted into 13 new flats by Edinburgh-based Cockburn Consultants. It is hoped that the new development will be finished by the end of the year and will help the regeneration of the historic shopping arcade
- A planning application for a residential development in the gap site previously occupied by the Co-op was approved by Central and West Planning Committee in October 2020. The site, which has been empty for around 15 years, will accommodate 39 affordable housing flats to be built by the Broughty Ferry-based Newport Property Development Company.
- Fife Cultural Trust's proposed £3 million revamp of the Adam Smith Theatre is expected to start in the autumn of 2021 and finish by November 2022. The Theatre opened a new outdoor café in July 2020. The Advantage Café and Bar opened every Friday and Saturday until October featuring local suppliers such as the Buffalo Farm.
- A new community bike shop has opened on the High Street by Greener Kirkcaldy. Funded by the Scottish Government's 'Climate Challenge Fund' and Paths for All's 'Smarter Choices, Smarter Places Fund', Lang Toun Cycles aims to make it easier for people in Kirkcaldy to cycle more. The new shop offers cycle servicing and repairs, sales of refurbished bikes and accessories, a bike and electric-bike loan scheme, bike maintenance workshops, and free 'Dr Bike' events, where anyone can get a safety check and simple repairs carried out on their bike. The project will operate as a social enterprise, with all profits invested in getting more locals in the town cycling.
- Kirkcaldy's Artisan Friday market resumed in June 2020.

Employment



Employment rate (aged 16-64), 12-months to June 2020

	Kirkcaldy	Fife	Scotland
Employment rate	70.0%	73.3%	74.6%
Employment rate - Female	70.2%	70.5%	71.6%
Employment rate - Male	69.8%	76.2%	77.6%

Commentary:

Employment rate:

- Kirkcaldy's employment rate is lower than both the Scottish and Fife averages. Whilst Kirkcaldy's female employment rate is only slightly lower than the Scottish and Fife rates, male employment is nearly 8 percentage points below the Scottish rate.
- Kirkcaldy's employment rate had decreased by 7.4 percentage points since December 2018; Fife's overall employment rate decreased by 1.9 percentage points over the same period.
- Male employment saw the largest decrease, falling by 8.6 percentage points (from 78.4% to 69.8%) compared to female employment which fell by 6.1 percentage points (from 76.3% to 70.2%).
- NB These figures are for the 12 months to July 2020 so only include four months of the Covid pandemic.

Employment by occupation, 12-months to Jun 2020

	Kirkcaldy	Fife	Scotland
High skilled	31.1%	31.8%	31.6%
Technician	22.3%	25.7%	24.4%
Low skilled	46.9%	42.2%	43.8%

Source: ONS Annual Population Survey

Geography: Kirkcaldy Area Committee

Commentary:

Occupation:

- Kirkcaldy has a higher rate of employment in low-skilled jobs such as caring, sales and elementary occupations than both Fife as a whole and Scotland, with almost half (46.9%) of jobs in Kirkcaldy in this category of occupation. Cowdenbeath (54.1%) and Glenrothes (50.7%) are the only two area committee areas which have a higher rate of employment in low skilled jobs.
- Kirkcaldy has a lower percentage of technician jobs (22.3%) compared to Fife's other committee areas, with only Glenrothes having a lower amount (21.1%).
- Kirkcaldy's proportion of high skilled jobs is similar to the Fife and Scottish averages.
- For a breakdown of employment by industry sector, see the Business Base & Key Sectors section of this report.

Unemployment**Unemployment, 12-months to Jun 2020**

	Fife	Scotland
Unemployment rate (model based)	3.9%	3.3%

Source: ONS Annual Population Survey

Geography: Kirkcaldy Area Committee

Note: An unemployment rate for the Kirkcaldy area is unavailable due to a very small sample size.

Economic Inactivity, 12-months to Jun 2020

	Kirkcaldy	Fife	Scotland
% of people (16-64) who are economically inactivate	23.9%	23.2%	22.9%

Source: ONS Annual Population Survey

Geography: Kirkcaldy Area Committee

Commentary:**Economic Inactivity**

- The percentage of those who are economically inactive in both Kirkcaldy and Fife as a whole has increased since the previous area profile data which covered December 2017 to December 2018. Economic inactivity in Kirkcaldy increased by 4.3 percentage points, while in Fife as a whole it only increased by 1.4 percentage points.
- Kirkcaldy had around 9,100 people who were economically inactive in the 12 months to June 2020. North East Fife was the only area committee area with more people who were economically inactive (12,300).
- Of the Fife local committee areas, only the Cowdenbeath Area and Dunfermline Area have a lower proportion of people who are economically inactive (21.5% and 14.0% respectively). It should be noted that these figures are for the 12 months to June 2020 so only include four months of the Covid pandemic.

Claimant Rate, October 2020

	Claimant Rate
Kirkcaldy Area Committee	8.7%
Ward 9. Burntisland, Kinghorn and Western Kirkcaldy	6.8%
Ward 11. Kirkcaldy Central	10.9%
Ward 12. Kirkcaldy East	10.9%
Ward 10. Kirkcaldy North	6.4%
Fife	6.4%
Scotland	6.0%

Source: ONS Claimant Count (data correct as of October 2020)

Geography: Kirkcaldy Area Committee

Commentary:**Claimant Rates**

- Claimant rate is the sum of Jobseeker's Allowance claimants and people required to search for work on Universal Credit as a percentage of working age (16-64) population.
- Kirkcaldy area wards have some of the highest claimant rates in Fife. As at October 2020, Kirkcaldy East and Kirkcaldy Central have the second and third highest claimant rates in Fife respectively, behind Buckhaven, Methil and Wemyss Villages (11.3%).
- Kirkcaldy has the second highest claimant rate (8.7%) of Fife's seven local committee areas; with only Levenmouth having a higher rate (8.8%). Kirkcaldy also has the highest number of claimants (3,200) of the seven local committee areas.
- Following the onset of the Covid-19 pandemic, all parts of Scotland and Fife have seen major increases in the number of people claiming out-of-work benefits. Since October 2019 Kirkcaldy's claimant rate increased from 5.3% to 8.7% as the number of people claiming out-of-work benefits rose from 1,945 to 3,200. However, before Covid-19 the area's claimant rate was relatively steady and had only increased by 0.3 percentage points between October 2019 and March 2020.

Weekly Earnings



Median Weekly Earnings, 2020

	Kirkcaldy & Cowdenbeath	Fife	Scotland
Resident Earnings	£578.60	£579.20	£595.00
Workplace Earnings	£566.40	£559.00	£592.70

Source: ONS Annual Survey of Hours & Earnings

Variable: Median weekly earnings - gross

Geography: Kirkcaldy & Cowdenbeath Parliamentary Constituency (includes Dalgety Bay and Aberdour).

Commentary:

- Resident earnings represent the earnings of those who live in the area, but do not necessarily work there, and workplace earnings are the earnings of people who work in the area, but do not necessarily live there.
- Resident earnings in the Kirkcaldy & Cowdenbeath area are higher than workplace earnings. This suggests a proportion of residents are travelling to higher paid jobs outside the local area.
- Since the previous area profile (which reported 2017 data) workplace earnings in Kirkcaldy have increased by 6% and resident earnings by 16%. The increase in workplace earnings is lower than the average increase in Fife (12%), however the increase in resident earnings is around 7% higher than that seen in Fife over the same period (9%).

Qualifications & Skills



Qualifications, 2019

	Kirkcaldy	Fife	Scotland
% 16-64-year olds: No Qualifications	11.7%	7.3%	9.8%
% 16-64-year olds: NVQ4 or above	34.5%	43.3%	45.3%

Source: ONS Annual Population Survey

Geography: Kirkcaldy Area Committee

Participation Rates* and Positive Destinations 2018/2019

	Fife	Scotland
% of school leavers achieving a positive destination	94.4%	95.0%
% of school leavers achieving 1+ SCQF Level 6 or better	81.5%	85.1%

Source: Scottish Government, Leaver Attainment and Destinations 2018/19

Source: Skills Development Scotland, Annual Participation Measure 2019

*A young person is deemed to be participating when they are actively engaged with an organisation for the purpose of learning, training or work – work includes volunteering.

Participation in the Culture of Enterprise (CoE) Programme, 2019/20

	Kirkcaldy	Fife
Number of school engagements	23	205
Number of businesses engaged with schools	1	178
Number of pupils participating in CoE activities	405	10,887

Source: Fife Council – Economic Development

Geography: Kirkcaldy Area Committee

Participation in STEM Subjects in Fife, 2019

	SCQF Level 5	SCQF Level 6
Total Entries in STEM subjects	7277	3457
% STEM entries compared to all subject level entries		
Average Grade A-C pass rate STEM subjects	62.9%	59.8%
Average Grade A-C pass rate all subjects		

Source: FC Education & Children's Services Definition: Scottish Govt, STEM Education and Training Strategy

Commentary:

- Kirkcaldy has a considerably higher proportion of its working age population with no qualifications than the Fife and Scottish average and a lower proportion with higher qualifications.
- Kirkcaldy High School is only the secondary state school in Scotland to be awarded the LGBT “Gold” Charter by LGBT Youth Scotland.
- When school exams for 2020 were cancelled due to the Covid-19 pandemic, pupil grades were initially allocated on the basis of teacher assessments modified by an SQA algorithm. Some 39% of Higher grades for pupils from Kirkcaldy High School were subsequently adjusted down from teacher assessment as a result of the SQA algorithm - more than any other school in Fife. National concern over the impact of these adjustments on pupils from less advantaged localities subsequently resulted in the Scottish Government decision to award 2020 grades solely on the basis of teacher assessments.

Business Base & Key Sectors**Financial support to businesses in Fife, 2019/20**

	Kirkcaldy	Fife	% of Fife total
Number of businesses supported	25	105	23.8%
Value of financial support	£54,813.80	£212,144.52	25.8%
Jobs created as a result of financial support	16.5	58.5	28.2%

Source: Fife Council – Economic Development

Geography: Kirkcaldy Area Committee

Number of start-ups supported by Business Gateway Fife, 2019/20

	Kirkcaldy	Fife	% of Fife total
No. of businesses receiving Expert Help	21	96	21.9%
No. of businesses accessing growth services	15	86	17.4%
No. of Business Gateway start-ups	121	615	19.7%
No. of jobs created from Business Gateway	151.5	812.5	18.6%
Turnover generated	£3,190,000	£18,350,981	17.4%

Source: Business Gateway Fife

Geography: Kirkcaldy Area Committee

UK Business Counts, 2020

	Kirkcaldy	Fife	Scotland
Number of enterprises	1,905	9,785	177,075

Source: ONS UK Business Counts

Geography: Kirkcaldy Scottish Parliamentary Constituency (includes Dalgety Bay and Aberdour)

Commentary:**Business Support:**

- 23.8% of the jobs created in Fife due to financial support from Fife Council were in Kirkcaldy. Also, a quarter (25.8%) of the value of financial support was spent in the Kirkcaldy area.

Business Base

- Companies based in Kirkcaldy area include NHS Fife, Briggs Marine, Fife Creamery, Forbo-Nairn, Sephra Europe, B&Q, Vericall, Smith Anderson, M&S, Sainsbury's, Morrison's & ASDA.
- The Kirkcaldy Scottish parliamentary constituency has the second lowest number of businesses in Fife (1,905) with only Mid Fife & Glenrothes having fewer (1,630).

Employment by sector, 2019

	Kirkcaldy	Fife	% of Fife total
A : Agriculture, forestry & fishing (exc. farm agriculture)	20	4,500	0.4%
B : Mining and quarrying	10	250	4.0%
C : Manufacturing	1,500	14,000	10.7%
D : Electricity, gas, steam & air conditioning supply	0	350	0.0%
E : Water supply; sewerage, waste mgmt & remediation	125	1,000	12.5%
F : Construction	1,500	7,000	21.4%
G : Wholesale & retail trade; repair of motor vehicles	4,500	20,000	22.5%
H : Transportation and storage	350	6,000	5.8%
I : Accommodation and food service activities	1,500	10,000	15.0%
J : Information and communication	600	4,000	15.0%
K : Financial and insurance activities	250	3,000	8.3%
L : Real estate activities	175	1,250	14.0%
M : Professional, scientific and technical activities	1,000	7,000	14.3%
N : Administrative and support service activities	1,250	7,000	17.9%
O : Public admin & defence; social security	1,000	12,000	8.3%
P : Education	1,750	13,000	13.5%
Q : Human health and social work activities	6,000	19,000	31.6%
R : Arts, entertainment and recreation	500	4,000	12.5%
S : Other service activities	400	3,500	11.4%

Source: ONS Business Register & Employment Survey

Geography: Kirkcaldy Area Committee

Commentary:

Sector Employment:

- The three sectors employing the largest numbers of people in the Kirkcaldy area are Human health & social work activities, Wholesale & retail trade; repair of motor vehicles & motorcycles and Education.
- Nearly a third (31.6%) of people in Fife working in the Human Health & Social Work activities sector are employed in Kirkcaldy, attributable largely to the location of Victoria Hospital in Kirkcaldy.

Recent company activity:

- Following the launch of its latest product Singula, Paywizard changed its name to Singula Decisions. The Kirkcaldy firm, which has a staff of 120, counts BT, ITV and Racing TV among the clients who use its software to manage customer relationships and unlock subscriber intelligence. The Singula platform, developed entirely in Fife, pinpoints where subscribers are on their 'customer journey' to help TV firms know how best to engage with them in real time.
- Paper bag manufacturers Smith Anderson reported a 16% increase in turnover for the year ending September 2019. Overseas sales grew and company investment in new machinery and product innovation increased capacity and allowed the introduction of numerous innovative products. As well as supplying the food service sector, the company also supplies products to the healthcare sector, including several of the UK's largest pharmacy groups and the NHS.
- New owners of the Dean Park Hotel in Kirkcaldy have completed a refurbishment of the ground floor and have started completely refurbishing the 33 bedrooms on the first floor. Plans in place for further expansion of the hotel's facilities next year.

- New estate agency Home Sweet Home Estate Agents Fife has launched from premises in the John Smith Business Park, Kirkcaldy.
- A Kirkcaldy start-up, Better Internet Search Ltd, is to launch a new search engine in December 2020. Developed in collaboration with Edinburgh Napier University and with support from the EU's Next Generation Internet Trust, the search engine will have no advertising and is promising better results than Google.
- Los Buenos Amigos opened a home delivery, take-away shop, selling tapas, paella and other Spanish food products, in the former Carlton Bakery site on Victoria Road.
- The new Merchants House Cafe opened in October within one of the shop units within the 16th century A-listed Merchant's House on Laws Close. The new outlet sells homemade food including deli sandwiches, paninis, soups and homemade speciality cakes as well as Barista-style coffee, organic tea, pink hot chocolate and soft drinks.
- Frankie & Benny's at the retail park closed permanently during the covid-19 pandemic. This was one of 125 UK-wide stores closures by the Restaurant Group.
- Carlton Bakeries ceased trading and entered liquidation with the loss of 60 jobs. The company, founded in 1942, had 10 shops across Fife.
- WHSmith on Kirkcaldy High Street is to close in February 2021 when its lease expires.
- Work is progressing on the Kingdom Park housing development in Kirkcaldy, led by Murray Estates, which began in 2019. The site will deliver 1,088 homes with 15% of them being affordable. The work is scheduled for full completion by 2028.
- Plans were lodged to turn the former Forth Park Maternity Hospital site into luxury flats. This coincides with a total of 41 new dwellings were already approved by councillors and are set to be put in place.
- Major engineering fabricators BiFab has gone into administration following the Scottish Government's withdrawal of financial support due to State Aid regulations. The company has yards at Burntisland and Methil and had received £52m in government support up until the decision.

Tourism



Tourism Indicators, 2019

	Kirkcaldy & Mid Fife	Fife
Total trips (day and staying)	2,272,000	9,164,222
Visitor spend	£107,451,000	£477,564,000
Tourism value (direct, indirect & induced impact of visitor spend)	£151,008,000	£651,467,000
Total tourism-related employment	3,062	13,310
Percentage of all employment	5%	10%

Source: Fife Council (Destination Research) Geography: Kirkcaldy data includes Cowdenbeath and Glenrothes.

Commentary:

- Between 2018 and 2019, the value of tourism in the Kirkcaldy area increased by 9.9% from £137 million to over £151 million. The number of visitor trips increased by 4.8% and visitor spend increased by 9.9%, with visitor spend per trip increasing from to £45.10 to £47.30.

- Beaches at Seafield, Kinghorn, Burntisland and Pathhead Sands, Dysart were among 15 beaches in Fife to retain Keep Scotland Beautiful Scottish Beach Awards in 2019.
- The third TV series of Susan Calman's Secret Scotland prominently featured the Kingdom of Fife in the third episode. The programme included the Pictish carvings at Wemyss Caves, real tennis at Falkland Palace, the history of witch torture at Culross and the world's only beach cricket club on Elie beach.
- More than 900 runners took part in the Kirkcaldy Half Marathon in August 2019
- Ravenscraig Castle and Burntisland Waterfront are two of the sites featured in the Augmented Reality tourism app, In the Footsteps of Kings which has had 2,500 downloads as of October 2020.
- Cluny Activities, one of Scotland's leading outdoor activity centres, welcomed over 100,000 visitors in 2019 to participate in golf, footgolf, clay shooting, archery, rifles and segways.
- The Heartlands of Fife Local Tourist Association (LTA) has developed a new brand for the area which will tie in with the Welcome to Fife consumer branding and will be used on forthcoming literature.
- The LTA has also developed a golf tour in the area in partnership with local hotels The Kingswood Hotel and The Oswald. Golf Courses included in the tour are Kirkcaldy, Kinghorn and Dunnikier Park.

Tourism activity during Covid-19

- During lockdown, information and crisis support was provided to businesses by signposting them to sources of guidance and financial support; communication was increased with members of the Local Tourist Associations (LTAs) through meetings and emails.
- Guidance was provided to businesses for safe industry reopening; relevant news and webinars/training were communicated through the LTAs, newsletters and social media channels and businesses were encouraged to undertake World Host COVID training was promoted.
- A 'Who's Open' guide for businesses was collated and promoted through consumer channels during lockdown procedures.
- Social media messaging was carried out during lockdown including a 'Love Fife Later' video campaign and toolkit.
- As Covid-19 restrictions were eased, a 'Love Fife Again' video and series of Fife LTA slideshow videos were commissioned and promoted over the summer months.
- A pop-up banner on the WelcometoFife.com website highlighted responsible travel to visitors and where to seek further advice. The Visitor Charter and Good to Go initiative were also promoted to consumers.
- Fife Council is supporting delivery of the Festival of Golf, which will take place from April to October 2021
- A social media campaign and digital promotional campaign 'Get Yer Kilt On' was delivered to promote St Andrew's Day 2020
- Fife COVID-19 Tourism & Events Strategy Action Plan is currently being developed and is scheduled for release in 2021.

Fife Council Business & Employability (Economy, Tourism & Town Centres Team)

Peter Corbett, Lead Officer (Economy) E: Peter.Corbett@fife.gov.uk
 Alison Laughlin, Economy Advisor E: Alison.Laughlin@fife.gov.uk
 Tom Kane, Economy Officer E: Thomas.Kane@fife.gov.uk

Kirkcaldy Area Committee
19 January 2021
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Kirkcaldy Area Committee of 2 March 2021			
Title	Service(s)	Contact(s)	Comments
Area Roads Programme 2021/22	Assets, Transportation and Environment	Neil Watson, Paul Hocking	To approve programme for 2021/22. Report due prior to April 2021

Kirkcaldy Area Committee of 27 April 2021			
Title	Service(s)	Contact(s)	Comments
Review of Lock-Ups	Communities and Neighbourhoods Service, Communities	Mark McCall, Joan Lamie	5/12/19 - Joan Lamie advised that the lock-up work programme is progressing and will be circulated to members when ready along with a short progress update with the next area housing plan report.
Area Housing Plan Update	Housing Services	Joan Lamie	Amended to April 2021 meeting as per email J Lamie.
School Attainment and Achievement 2019/20	Education and Children's Services	Sarah Else	Update Report due Sept to Nov 20 as per report to 3.3.20 Committee.Moved to April 2021 meeting as per email S Else.
Neighbourhood Development Plan Update - Burntisland Castle	Communities and Neighbourhoods Service	Izzy Whyte	Moved to Dec 20 per D Grant Moved to 19 Jan 2021 per D Grant Moved to April 2021 per D Grant
Neighbourhood Development Plan Update - Gallatown	Communities and Neighbourhoods Service	Izzy Whyte	Moved to Dec 20 per D Grant Moved to 19 Jan 2021 per D Grant Moved to April 2021 per D Grant
Neighbourhood Development Plan Update - Linktown and Inveriel	Communities and Neighbourhoods Service	Leah Levein	Moved to Dec 20 per D Grant Moved to 19 Jan 2021 per D Grant Moved to April 2021 per D Grant

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Kirkcaldy Area Committee of 27 April 2021			
Title	Service(s)	Contact(s)	Comments
Neighbourhood Development Plan Update - Templehall	Communities and Neighbourhoods Service	Leah Levein	moved to Dec 20 per D Grant Moved to 19 Jan 2021 per D Grant Moved to April 2021 per D Grant
Supporting the Local Community Plan - Kirkcaldy Area Local Budgets 2021/22	Communities and Neighbourhoods Service	Donald Grant	

Kirkcaldy Area Committee of 8 June 2021			
Title	Service(s)	Contact(s)	Comments
Area Roads Programme 2020/21 Update	Assets, Transportation and Environment	Vicki Connor	2020/21 Final progress report. Due after April 2021

Unallocated			
Title	Service(s)	Contact(s)	Comments
Kirkcaldy Charrette Progress Report	Economy, Planning and Employability	Ian Mccrory, Pam Ewen	
Pupilwise and Parentwise Survey	Education and Children's Services	Jacqueline Thompson	Reported 3 yearly - last reported 30 October 2018
Common Good Investment	Finance and Corporate Services	Eleanor Hodgson	
Safer Communities Annual Update	Housing Services	Dawn Jamieson	Annual Report. Usually due around June each year.
Operational Briefing on Policing Activities within Kirkcaldy Area	Police Scotland		Annual report. Usually due around June each year
Complaints Annual Update Report	Communities	David Thomson-CRM	Annual update report
Neighbourhood Development Plan Update - Burntisland Castle	Communities and Neighbourhoods Service	Izzy Whyte	Regular update report.

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Unallocated			
Title	Service(s)	Contact(s)	Comments
Neighbourhood Development Plan Update - Gallatown	Communities and Neighbourhoods Service	Izzy Whyte	Regular update report
Neighbourhood Development Plan Update - Linktown and Inveriel	Communities and Neighbourhoods Service	Leah Levein	Regular update report
Neighbourhood Development Plan Update - Templehall	Communities and Neighbourhoods Service	Leah Levein	Regular update report
Burntisland Links FRI Lease including Agreement Between PSOS and Burntisland Common Good Fund	Communities and Neighbourhoods Service	Paul Vaughan	As agreed at KAC 1.12.20
Mid-Fife Economic Action Plan Update	Economy, Planning and Employability	Peter Corbett, Sandra Montador-Stewart	Update required for KAC Members once report is presented at P&C meeting early 2021. Per Cllr Crooks