

Tuesday, 25 January, 2022 - 2.00 p.m.

AGENDA

Page Nos.

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 of 5 October 2021. 3 - 6
4. **PUPIL EQUITY FUND REPORT FOR 2020-21** – Report by the Executive Director - Education & Children's Services 7 - 16
5. **UPDATE ON AREA COMMITTEE CAR PARKING AND PLACEMAKING MOTION** – Report by the Head of Assets, Transportation and Environment 17 - 24
6. **CHANGES TO VEHICULAR ACCESS, HIGH STREET PEDESTRIAN ZONE, KIRKCALDY** – Report by the Head of Assets, Transportation and Environment 25 - 31
7. **AREA ROADS PROGRAMME 2022-2023** – Report by the Head of Assets, Transportation and Environment 32 - 39
8. **SUPPORTING THE PLAN 4 KIRKCALDY - KIRKCALDY YMCA GALLATOWN HUB - LANDSCAPING** – Report by the Head of Communities & Neighbourhoods 40 - 41
9. **LOCAL AREA ECONOMIC PROFILES (DECEMBER 2021)** – Report by the Head of Business and Employability 42 - 72
10. **SETTLEMENT TRUST FUNDS ANNUAL REPORT 2020-2021** – Report by the Head of Communities & Neighbourhoods 73 - 75

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

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18 January, 2022

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THE FIFE COUNCIL - KIRKCALDY AREA COMMITTEE – REMOTE MEETING

05 October, 2021

2.00 pm – 3.55 pm

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

ATTENDING: Julie Dickson, Community Manager (Kirkcaldy Area), Communities and Neighbourhoods; David Thomson, Customer Experience Lead Officer / SPSO Liaison Officer, Customer & Online Services; Ronnie Hair, Property Investment & Development Manager, Ian McCrory, Lead Professional (Economic Regeneration), Economy, Planning & Employability Services; Lesley Robb, Lead Officer (Committee Services), Legal & Democratic Services.

URGENT BUSINESS BEING BROUGHT BY THE CONVENER

The Convener advised of an additional item which they had agreed to take as urgent business, which was relevant and competent and due to local Members having received representations from their constituents on proposed changes by Scotrail to the timetable for rail services from Kirkcaldy Railway Station. The Convener moved its consideration, in terms of Standing Order 3.8 (2), to allow the Committee to determine a Committee position on the proposals which had a negative impact on the Kirkcaldy Area Service provision. This was unanimously agreed and a Motion was considered at Para. 287 below.

281. DECLARATIONS OF INTEREST

No declarations were submitted in terms of Standing Order 7.1.

282. MINUTE

The Committee considered the minute of the meeting of Kirkcaldy Area Committee of 24 August 2021.

Decision

The Committee approved the minute.

283. SUPPORTING THE LOCAL COMMUNITY PLAN - KIRKCALDY AREA LOCAL BUDGETS ADDITIONAL ALLOCATIONS

The Committee considered a report by the Head of Communities and Neighbourhoods allocating further spending from the following Kirkcaldy Area Budgets:

- (1) Local Community Planning Budget 2021-22, under the Plan 4 Kirkcaldy Area Change Fund budget allocation; and
- (2) Anti-Poverty Carry Forward 2020-21 and Anti-Poverty Budget 2021-22.

Decision/

Decision

The Committee:

- (1) noted a correction to the published report at Para. 2.3, last sentence and should read "the allocation requested for this proposal from October to April is £3,900.";
- (2) agreed to the proposed allocation of £7,230 to Linton Lane Centre for IT and fundraising support, from the Local Community Planning Budget 2021-22 - Plan 4 Kirkcaldy Area Change Fund; and
- (3) agreed to the proposed allocation of £25,500 for a Welfare Support worker to work alongside the Test of Change Team, covering the period October 2021 to September 2022, from the remaining 2020-21 Anti-Poverty carry forward and the 2021-22 Anti-Poverty Budget.

284. KIRKCALDY CHARRETTE PROGRESS REPORT

The Committee considered a report by the Head of Business and Employability providing Members with an update on implementation of the recommendations of the Kirkcaldy Charrette that took place in early 2014.

Decision

The Committee:

- (1) commented on the ongoing progress made against objectives of the 2014 Kirkcaldy Charrette;
- (2) agreed that the ambition to regenerate the area remains consistent with the objectives of recently published Fife Council documents such as the Mid-Fife Economic Investment Prospectus (April 2021) and the Leading Economic Recovery (LER) Action Plan (March 2021); and
- (3) acknowledged that the report built on the annual Economic Profile Report (December 2020) presented to the Area Committee in January 2021 that outlined a wide range of challenges and opportunities for the local economy.

285. COMPLAINTS ANNUAL UPDATE REPORT

The Committee considered a report by the Executive Director, Communities providing Members with an overview of complaints received relating to the Kirkcaldy Area for the period 1 April 2020 to 31 March 2021.

Decision

The Committee:

- (1) noted a correction to the published report at Para. 2.0 "Volume & Responsiveness" where final bullet point should read "Overall responsiveness has improved over the last year where the percentage of all complaints closed in target timescales has improved from 86% and is above the Council average. Similarly stage 1 has increased from 84% and stage 2 cases improved from 94%";
- (2) considered the report received; and
- (3) noted the complaints responded to in target timescales and the proportionality of Service complaints.

286. 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.

287. URGENT ITEM - MOTION

Motion

Councillor Ross, seconded by Councillor Hamilton, moved as follows:

"The Area Committee notes the motion agreed at the meeting of Fife Council held on 23 September 2021, in respect of concerns with the proposed changes to the Scotrail timetable, which would have the overall effect of reducing services for Fife.

The negative impact on services in Kirkcaldy Area in particular, is significant and public concern warrants a specific response from local Members.

The Area Committee expresses concerns at the impact of the proposed changes for the Kirkcaldy Area and its residents, specifically the downgrading of the Kirkcaldy Rail Hub, which would have an impact on Employability and Tourism in the area, as well as the direct service from Kirkcaldy to Queen Margaret Hospital in Dunfermline.

We call upon the Area Convener to write on behalf of the Area Committee, to Scotrail highlighting local concerns at the proposed timetable changes.

We also call upon the Area Convener to write on behalf of the Area Committee, in similar terms to the Scottish Government requesting they reject the current proposals and come forward with a comprehensive plan to encourage the public back onto rail services safely, following the COVID pandemic impact."

First Amendment

Councillor Leslie, seconded by Councillor Crooks, moved as the first amendment that the following statement be added to the proposed Motion.

"Additionally, expresses concern about the impact on those using the rail network with accessibility requirements, who will be further limited by proposed timetable changes."

Second Amendment

Councillor Ian Cameron, seconded by Councillor Backhouse, moved as the second amendment that the following statement be added to the proposed Motion, in addition to that proposed by the First Amendment.

"We ask that no decision is made on the proposed timetable changes until an impact assessment is undertaken with a focus on the local economy and local communities, by Fife Council."

After/

2021 KAC 127

After discussion Councillor Ian Cameron and Councillor Backhouse agreed to withdraw the second amendment.

The Committee unanimously agreed to conjoin the Motion and First Amendment.

Decision

The Committee unanimously agreed the following:

The Area Committee notes the motion agreed at the meeting of Fife Council held on 23 September 2021, in respect of concerns with the proposed changes to the Scotrail timetable, which would have the overall effect of reducing services for Fife.

The negative impact on services in Kirkcaldy Area in particular, is significant and public concern warrants a specific response from local Members.

The Area Committee expresses concerns at the impact of the proposed changes for the Kirkcaldy Area and its residents, specifically the downgrading of the Kirkcaldy Rail Hub, which would have an impact on Employability and Tourism in the area, as well as the direct service from Kirkcaldy to Queen Margaret Hospital in Dunfermline.

The Committee additionally, expresses concern about the impact on those using the rail network with accessibility requirements, who will be further limited by proposed timetable changes.

We call upon the Area Convener to write on behalf of the Area Committee, to Scotrail highlighting local concerns at the proposed timetable changes.

We also call upon the Area Convener to write on behalf of the Area Committee, in similar terms to the Scottish Government requesting they reject the current proposals and come forward with a comprehensive plan to encourage the public back onto rail services safely following the COVID pandemic impact.

288. KIRKCALDY AREA COMMITTEE FORWARD WORK PROGRAMME

Decision

The Committee noted:

- (1) the contents of the Kirkcaldy Area Committee forward work programme;
and
- (2) a report on "Car Parking and Placemaking Review – Update on Motion agreed at meeting 24 August, 2021" would be presented at the next meeting of Kirkcaldy Area Committee on 30 November, 2021.

25 January 2022
Agenda Item No. 04

Pupil Equity Fund- Report for 2020/21

Report by: Executive Director (Education and Children's Services)

Wards Affected: 9,10,11,12 Kirkcaldy

Purpose

To outline the progress of the Pupil Equity Fund through updating members on the work of schools in their practice to address the challenge of Closing the Poverty Related Attainment Gap. This report presents an overview of the rationale, implementation and impact, to date, of the Pupil Equity Fund within schools across the Kirkcaldy Committee Area.

Recommendation(s)

Members are asked to:

- (i) note the contents of this report;
- (ii) note the aim of the interventions;
- (iii) note the work of schools in developing their practice to address the challenge of Closing the Poverty Related Attainment Gap; and
- (iv) link directly with individual schools for further information as required.

Resource Implications

There are no resource implications.

Legal & Risk Implications

None.

Impact Assessment

An EqIA is not required because the report does not propose a change or revision to existing policies and practices

Consultation

No formal consultation was required prior to implementation of PEF (Pupil Equity Fund) as this is a national initiative being implemented by Scottish Government

1.0 Background

Nationally

- 1.1 The Pupil Equity Funding (PEF) is funding allocated directly to identified schools by Scottish Government and targeted at closing the Poverty Related Attainment Gap. PEF is one element of the wider Attainment Scotland Funding that the Scottish Government committed to until the end of session 2021/22.
- 1.2 The Pupil Equity Funding formed part of the £750m Attainment Scotland Fund which was to be invested over the current Parliamentary term. This fund is directly allocated to schools. It has been confirmed that funding will continue to schools for the next four years.
- 1.3 In 2020/21, Fife Council schools received a total of £9,822,973 in Pupil Equity Funding, to support the closing the Poverty Related Attainment Gap. This can be broken down as follows:
 - Primary - £7,350,973
 - Secondary - £2,336,560
 - Special - £136,277

A list of schools in receipt of Pupil Equity Funding in session 2020/21 along with their allocation, can be at viewed at <https://www.gov.scot/publications/pupil-equity-funding-school-allocations-2020-to-2021/>

- 1.4 Schools have also been advised, through National and Local Guidance, that any activity funded by the Pupil Equity Fund must be clearly additional to core activity and be grounded in evidence of what is known to be effective at raising attainment for children affected by poverty. Schools are encouraged to make use of the National Improvement Hub, (<https://education.gov.scot/improvement>); Education Endowment Framework, (<https://educationendowmentfoundation.org.uk/evidence-summaries/>) and sharing practice across the Clusters and South East Improvement Collaborative to support them in identifying research based practice.
- 1.5 The global pandemic, Covid-19, put us all in an unprecedented, challenging situation. In recognition of the financial and other resource implications of maintaining critical provision for children and families at this time, the Deputy First Minister, in 2020, set out a relaxation of current guidance on Attainment Scotland Funding, including Pupil Equity Funding, in order that headteachers can support the education and care of children and young people during the response to the coronavirus pandemic. This flexibility must remain consistent with the principle of equity in education.

2.0 Current Position

- 2.1 In order to provide continued support to schools with the planning and implementation of Pupil Equity Funding, the Education and Children's Service issued revised guidance locally (Appendix 1). This guidance continued to reflect the national guidance (<https://www.gov.scot/publications/pupil-equity-fund-operational-guidance-2018/>) but took cognisance of learning from the first year of implementation of Pupil Equity Funding within Fife schools.
- 2.2 Closing the Gap Networks have been further developed to encourage staff who are engaged in the work related to the Pupils Equity Fund to come together to share

practice and learn from each other. Professional development sessions have also been held for key groups of staff. These are now referred to as ASF (Attainment Scotland Fund) Networks.

Planning and Implementation

- 2.3 To support schools in planning during this time of uncertainty plans for the use of Pupil Equity Fund have been integrated into School Improvement Plans. Interventions in relation to closing the Poverty Related Attainment Gap, whilst targeted at identified pupils and groups, are seen as core business and not peripheral to the ongoing work of the school. Schools continue to be advised that planning for this should directly involve pupils, parents and community.
- 2.4 As the funding is allocated directly to schools, it is the role of the Headteacher and school community to identify how best to use this funding to ensure equity for their pupils.
- 2.5 As in previous years, schools are advised that they are unable to allocate funding for capital expenditure (building works etc.) through the Pupil Equity Fund.
- 2.6 In recognition of the aforementioned financial and other resource implications of maintaining critical provision for children and families at this time, the funding can be used to address digital exclusion for children and young people at home, particularly for children and young people in receipt of free school meals.

Monitoring and Reporting

- 2.7 Schools are expected to incorporate details of their Pupil Equity Funding plans into existing reporting processes to their Parent Council and include specific sections in their annual reporting through School Improvement Plans and Standards and Quality Reports.
- 2.8 To ensure transparency, these reports, and any other information on Pupil Equity Funding, plans should be publicly available so that parents and other key parties can understand, and be engaged in, what is happening in their school. The Pupil Equity Plan, along with the School Improvement Plan, should be available on all school websites.
- 2.9 Summary information with regards to the impact of Pupil Equity Funding will also be included in each school's annual Standards and Quality Report for parents.
- 2.10 Whilst Closing the Poverty Related Attainment Gap remains a focus of the work of Education Scotland, there have been no inspections of schools in the last session due to the pandemic. Within session 2020/21, Education Scotland did undertake a series of reviews in which a range of Fife schools participated. These resulted in a series of Overview of Practice reports in which meeting the needs of all learners was implicit. These can be found at <https://education.gov.scot/improvement/supporting-remote-learning/national-overviews/national-overview-of-practice-reports/>

Scrutiny around Finance

- 2.11 Schools continue to be well supported with the financial aspects of Pupil Equity Funding by their link Business Manager. It is essential that Pupil Equity Funding

spend is clearly identifiable within school budget systems to ensure that this budget, and spend against it, is tracked discretely for reporting purposes at local and national levels.

Governance

- 2.12 The national operational guidance (<https://www.gov.scot/publications/pupil-equity-fund-operational-guidance-2018/>) requires schools to adhere to their Council's policies in terms of HR (recruitment), commissioning (voluntary sector support) and procurement (goods and services). Separate advice was included for each of these elements within the local authority guidance which was updated in May 2021 (<https://sway.office.com/GV3zwBmPGmgeVZZ9>).

Interventions and Impact

- 2.13 Across the four years the Pupil Equity Funding has been in place, schools across the Kirkcaldy area have identified a range of barriers to learning for pupils who were most disadvantaged through poverty. These included:

- Resilience
- Mental health
- Family engagement
- Exclusion
- Attendance
- Being care experienced
- Engagement in learning

Schools continue to identify these as major barriers which have been further compounded by the effects of Covid-19.

Support and Challenge

- 2.14 Support for schools in the implementation of Pupil Equity Funding is provided at school, Cluster, Education and Children's Services Directorate and national levels.
- 2.15 At a school level, Headteachers and staff are being supported by their link Education Officer, Business Manager and Educational Psychologist. In January 2021, a Quality Improvement Officer was appointed to support the poverty and equity work within Fife and to work alongside schools in progressing efforts to close the poverty related attainment gap.
- 2.16 Within School Clusters, Headteachers are encouraged to share practice, discuss challenges in implementation and support colleagues. At Cluster meetings, Pupil Equity Funding is a standing item on the agenda. This gives time for schools to discuss progress, impact and challenges and allows for sharing of practice across schools. The Cluster link Education Officers attend these meetings and provide challenge and support for the schools.
- 2.17 A full time link Education Scotland Attainment Advisor is allocated to Fife for the work within the Scottish Attainment Challenge schools and they work closely with the link officer to ensure that learning from work within these schools and from across Scotland can be used to support the work of the Pupil Equity Fund. The Attainment Advisor works closely with the Lead Education Manager. Lynne Brennan was appointed as Attainment Advisor to Fife in August 2021.
- 2.18 Within the Directorate, the Education Manager with the strategic overview and responsibility for Pupil Equity Funding works closely with the Education Scotland

Attainment Advisor and the Quality Improvement Officer to ensure that schools receive support and challenge with regards to the identification of the gaps in their setting and in identifying appropriate interventions. This session six Pupil Equity Fund network meetings have taken place across Fife since. By the end of the 5th network, every school/Head Teacher in Fife in receipt of Pupil Equity Fund had been invited to a network meeting. All meetings were arranged virtually through Teams and attendance was high with at least 80% of those invited attending the meeting. There has been representation from almost all Kirkcaldy area schools at these sessions. The Education Manager takes a monitoring role in the implementation of both the Schools and Pupil Equity Funding reporting at local and national levels.

- 2.19 Nationally, guidance is provided by Education Scotland as well as Scottish Government through the National Improvement Hub (NIH). <https://education.gov.scot/improvement>

3.0 Conclusions

- 3.1 As identified earlier in this paper, the impact of Covid 19 and subsequent school closures has had a significant impact on all pupils. Schools are continually reflecting upon the use of Attainment Scotland Funding. This has been particularly evident as schools returned after the school break and as they moved into planning for recovery.
- 3.2 There is no doubt that the pandemic has had the greatest impact on our most disadvantaged learners. Throughout this past year our schools have worked relentlessly with families and communities to support learning and wellbeing. However, in line with findings nationally, educational attainment has been affected for all age cohorts and we have seen a widening of the attainment gap in some settings. Our most disadvantaged learners will remain a focus of our work, as though it is essential that we consider the equality aspect of learning and ensure that all of our young people have access to high quality learning and teaching. It is vital that we pay close attention to those learners identified through our Attainment Scotland Fund work, we will look to ensure that these young people receive more than the provision for all and that there is a continued focus upon equity.
- 3.3 A lack of face-to-face pupil contact was the most commonly cited challenge for our schools during school building closures. Despite adapting their approach to remote learning, some schools identified a lack of in-person contact as barrier to engagement – in terms of delivering the curriculum and maintaining targeted interventions and pastoral care. Approaches to maintain communication and build relationships with pupils and families underpinned the response to these challenges.
- 3.4 Learning from strategies, both prior to and during the school closure period, will support schools in adapting their practice in supporting learners. Where Head Teachers have reported some success with their interventions, they are building upon these and are looking to develop sustainability. Where there have been challenges, Head Teachers have revised plans to implement strategies that will have greater impact on targeted learners.

- 3.5 Reporting on the impact of the Pupil Equity Fund continues to raise challenges for Headteachers, particularly in areas where there is not yet robust data to reliably measure progress. Work with schools on the use of Quality Improvement Methodology has been undertaken with some schools to support them in identifying data that can measure progress. This is having a noticeable impact on the reporting across those involved. Developing the wider workforce to use this methodology is an identified priority within our Reform and Recovery Agenda.
- 3.6 Due to the incremental nature of the interventions on a pupil or family, there will not always, necessarily, be a noticeable, immediate, gain in pupil attainment within the Curriculum for Excellence levels. As such, it is not always immediately possible to see impact on school attainment as a direct result of interventions through Attainment Scotland Funding. However, we will continue to develop the use of Quality Improvement Methodology to support schools in measuring the direct impact of their interventions.
- 3.7 Whilst our focus is, as always, upon the increased attainment for our pupils, there is a need to recognise and celebrate the work that is being undertaken in schools in relation to the incremental improvement in outcomes for learners through targeted interventions funded by the Pupil Equity element of the Attainment Scotland Fund.

List of Appendices

1. Fife schools in receipt of Pupil Equity Funding Session 20/21, Interventions and Impact Overview

Background Papers

None

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Pupil Equity Fund Overview

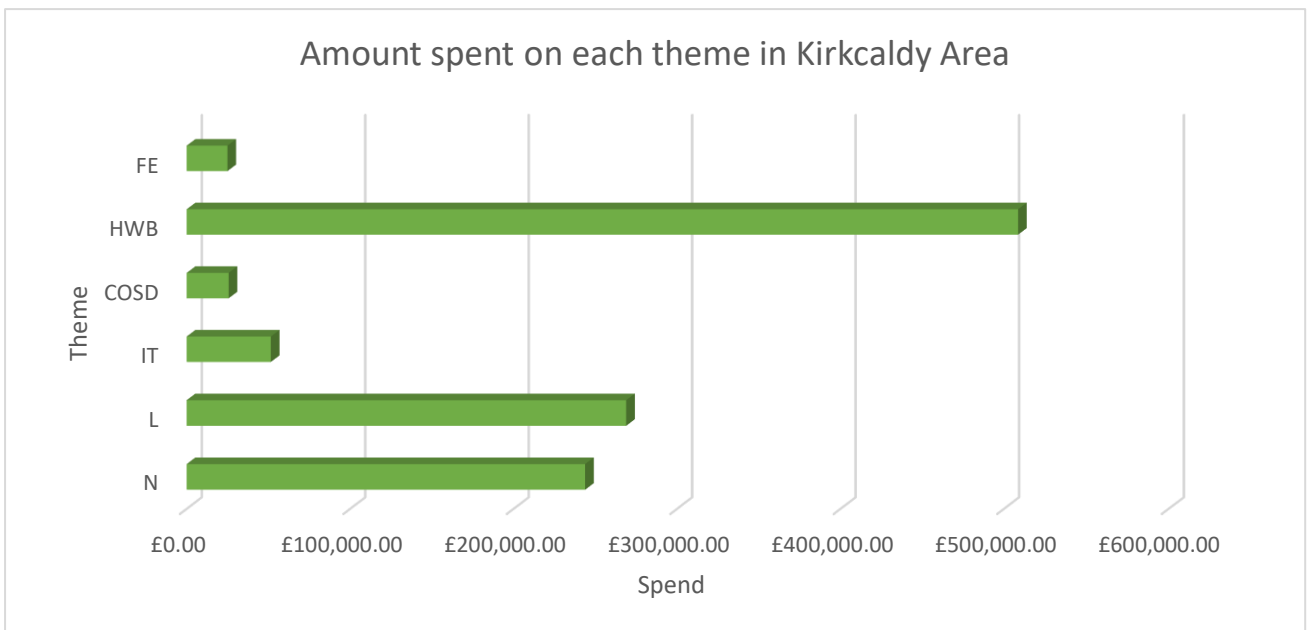
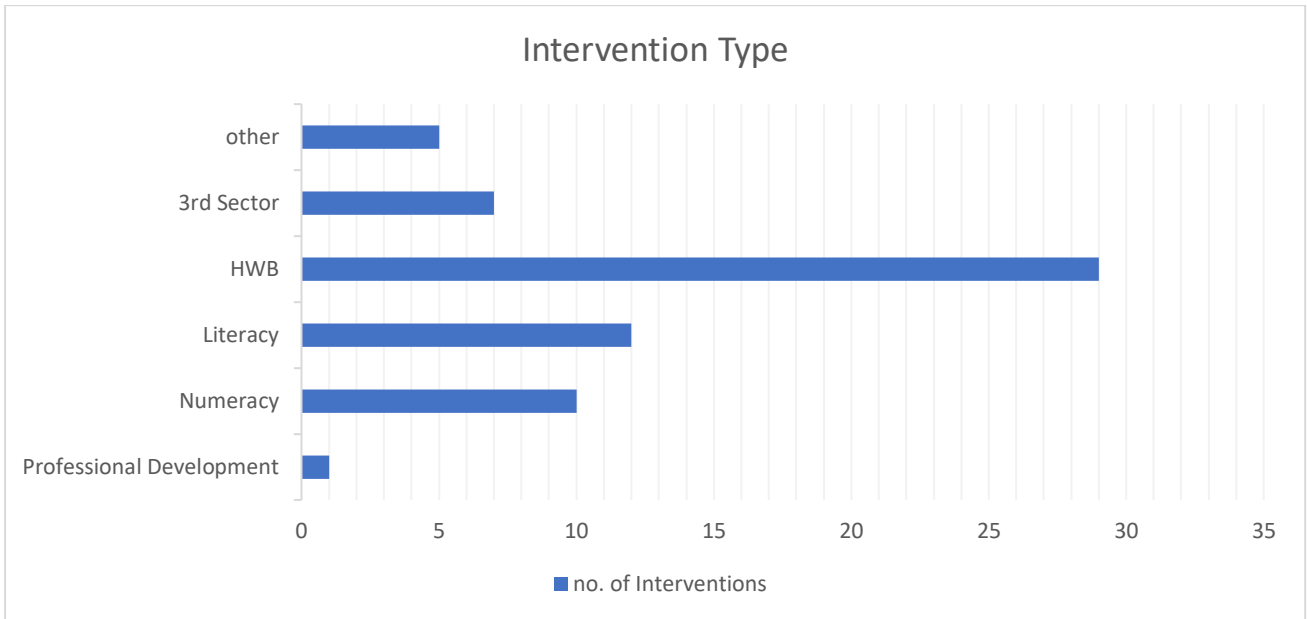
Kirkcaldy Area

Session 20/21

School	Roll (approximate)	SIMD Average	2020-21 Total Allocation including Top-up
Burntisland Primary School	555	6	£ 135,102
Capshard Primary School	514	8	£ 42,293
Dunnikier Primary School	374	4	£ 85,760
Dysart Primary School	165	3	£ 54,041
Fair Isle Primary School	391	3	£ 190,318
Kinghorn Primary School	184	7	£ 27,020
Kirkcaldy North Primary School	175	3	£ 109,256
Kirkcaldy West Primary School	494	4	£ 159,773
Pathhead Primary School	295	2	£ 193,842
Sinclairtown Primary School	332	3	£ 109,256
St Agatha's R C Primary	238	3	£ 83,411
St Marie's R C Primary School	381	4	£ 95,159
St Ninian's R C Primary School	138	4	£ 48,167
St Patrick's R C Primary School	174	4	£ 38,768
St Paul's R C Primary School	189	4	£ 46,992
Strathallan Primary School	323	7	£ 20,089
Torbain Primary School	547	5	£ 124,529
Valley Primary School	274	2	£ 156,248
Balwearie High School	1617	6	£ 133,927
Kirkcaldy High School	1378	5	£ 155,074
St Andrew's R C High School	802	4	£ 92,809
Viewforth High School	669	3	£ 184,444
Rosslyn School	25	4	£ 25,846

NB For schools where revealing the allocation level may be disclosive to individuals, these figures have not been published. Headteachers from these schools have had this communicated directly.

Range of Interventions across the Area



Key	HWB- Health & Wellbeing	COSD – Cost of School Day	IT – Information Technologies
L- Literacy	N - Numeracy	FE – Additional Resource	

Examples from Cluster Schools of Work Being Undertaken Through PEF

Strand	Intervention(s)	Impact
Literacy	Across the cluster a range of interventions have been implemented to support literacy. These have included additional staffing to provide targeted supports in aspects such as phonological awareness/ writing/ speech development; developing the use of data with staff to improve planning and identify learners who would benefit from additional input and supported reading groups.	Identified evidence of impact from interventions across the cluster: -almost all children in primary 1 can now write their name. - all target pupils had improved the number of speech sounds they could say correctly. - In identified reading groups almost all pupils increased their word reading of CVC words. - In identified writing groups most children improved in their ability in writing sentences. - In targeted comprehension groups the majority of children were able to answer comprehension questions with support.
Numeracy	Although no clear numeracy intervention is identified most schools identify the use of additional teachers/ pupils support staff and probationer staff to support numeracy within the class setting as part of the wider support given to learners.	
Health and Wellbeing	Due to many of the restrictions during lockdown Outdoor Learning nurture base and emotional/wellbeing support were key priorities within all of our schools and many were able to fund development of this area through additional funding. The majority of the funding spent on this strand supported the employment of additional staff to target groups and individuals.	Schools report increased confidence during outdoor learning along with improved resilience and teamwork skills. Staff meet regularly with individual pupils and small groups of pupils with a focus on supporting their mental health using the Our Minds Matter programme. Bereavement and loss were explored with some pupils as part of the Seasons for Growth programme. In one school classes received resources such as brush therapy kits and sensory walls were created in the corridors so that there was a holistic approach to meeting sensory needs throughout the day.
Professional Development	Across all schools staff engaged in professional learning to develop their own use of IT in order to support online learning during lockdown periods. One Primary school also engaged with visible learning training provided by OSIRIS	Across schools staff (teaching and PSA teams) have completed training in the use of resources such as Clicker 8, SeeSaw, Glow and Teams. In schools where this has been undertaken staff report that they are now able to use these programmes to support learners more effectively online and in class. Some staff have been trained as rebound therapists. Groups of pupils are targeted for blocks of rebound impacting on their movement, communication, and sensory development. Staff and families were trained in TACPAC and we are beginning to see the impact of this in school as learners are able to predict

		touch as it is taught in a predictable sequence
Additional Staff	Almost all schools within the cluster use some of their funding to employ additional PSAs. These staff work directly with targeted groups and individuals.	Impact is identified through the other strands.
Engagement with 3rd Sector	Schools worked in partnership with First Chances, YM, Duke of Edinburgh and ASDAN.	
IT Support	IT to support parental engagement during the lockdown periods. Many schools made use of additional funding to purchase IT to support learners during the lockdown period eg SeeSaw; Clicker8	Evidence of impact is being identified in the engagement of families through the app in supporting online learning and homework tasks as well as links into events in the classroom and introductory videos about their new classes
Cost of School Day	Across the cluster schools are making use of some of their additional funding to reduce costs to young people. Examples of this include payment for residential trips(when allowed), support for resources to use at home during lockdown periods, uniform purchase and breakfast clubs.	Putting a hair salon in one school and employing a hair dresser for a day is impacting on learners' ability to tolerate and cooperate with hair styling and cutting, as well as experiencing the sensory information that comes with a salon environment.

N.B – There was no expectation that schools should undertake work in each of the strands therefore not all strands will contain examples of interventions or impact.

25 January 2022

Agenda Item No. 05

Update on Area Committee Car Parking & Placemaking Motion

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

Wards Affected: 9, 10, 11, 12

Purpose

The purpose of this report is to update Members on the actions following the Committee Motion on Car Parking of 24th August 2021 (2021 KAC 121 para 278 refers).

Recommendation(s)

It is recommended that Committee agree to the recommendations which relate to each item of the Motion (Appendix 1):

- Item 1 – Agree to proceed with a 6 month trial of a £2/day charge in the Thistle multi-storey car park, including promotion of a legal Notice to amend charges for a period of 6 months;
- Item 2 – Agree to the continuation of the reduced price season tickets in 2022/23 and review the support following the trial in item 1;
- Item 3 – Note that a feasibility study report on the future of the two multi-storey car parks is to be presented to this Committee late 2022/early 2023;
- Item 4 – Agree to support consideration of the proposal for free parking at both Coal Wynd car parks, subject to available financial support being identified;
- Item 5 – Note that a review of the timings for on-street charges and parking restrictions cannot progress without additional staff resources which require financial support to be identified;
- Item 6 – Note that a separate report (agenda item 6 of this Committee) provides a proposed approach on a permanent control facility at the entrance to the High Street pedestrian zone; and
- Item 7 – Note that a report on the outcome of a temporary closure of a section of Kirkcaldy High Street (Tolbooth Street to Kirk Wynd) will be presented to the Kirkcaldy Area Committee in March 2022 for consideration.

Resource Implications

The economic downturn and impact of the Covid pandemic has applied significant pressure to the parking account with a shortfall of £1m projected for 2021/22. The historic financial position is unlikely to fully recover and changes in travel habits are likely to continue long-term.

The Devolved Parking Trial Budget allocation for Kirkcaldy stands at £28,000. This will support items contained within the motion as follows:

Item 1 - Trial of £2/day in The Thistle multi-storey car park (6 months)	£11,000
Item 2 - Reduced price season tickets (12 months)	£13,000
Item 6 - Maintenance of an electronic barrier system on the High Street.	£4,000
Total	£28,000

Additional funding requires to be identified before item 4 (proposal for free parking at both Coal Wynd car parks) and item 5 (review of the timings for on-street charges and parking restrictions) can be progressed further.

Item 6 (permanent control facility at the entrance to the High Street pedestrian zone) is expected to cost in the region of £30-£40k (depending on the option progressed). This will require to be met from the Area Roads Programme if it proceeds. Preliminary design and feasibility stage fees can be met from the Roads & Transportation Services revenue budget.

Legal & Risk Implications

As a result of the impact of the Covid pandemic, the way people travel and access towns and facilities has changed greatly. The financial implications of these impacts are being monitored and the full extent of the impact can only be determined over time.

Amendments to Traffic Regulation Orders are required where there is a proposed change to parking charges or vehicle movements. These will require legal Notices to be published, which may attract objections.

Impact Assessment

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

An impact assessment using the Fife Environmental Assessment Tool may be required to ensure any environmental impact is considered fully.

Consultation

Prior to the Covid pandemic, extensive public and member consultation was undertaken for the Kirkcaldy Placemaking and Car Parking Options Review. This considered a variety of

options which sought to align parking provision in the town with public expectations, while maintaining a balanced budget.

Finance and Communities and Neighbourhood Services were consulted in the development of this report.

1.0 Background

- 1.1 A number of initiatives have taken place in Kirkcaldy over the recent past to help generate additional town centre footfall. These have included discounted rates for parking, improvements to the multi-storey car parks and discounted season tickets to help support town centre workers.
- 1.2 Well managed parking aims to maximise access to shops, businesses and town centres. Parking charges are a key tool in maximising the turnover of spaces to allow access for shoppers and businesses whilst also encouraging sustainable travel as an attractive choice and providing an income to enable service delivery.
- 1.3 Currently Kirkcaldy has 20 off-street car parks offering around 2000 parking spaces. Of these spaces, 36% are already provided free of charge. These are typically positioned on the periphery, which encourages drivers to park and walk into town, reducing congestion and supporting active travel. The remaining car parks in Kirkcaldy are a mixture of short-stay and long-stay, based on their position and demand.
- 1.4 The Council's Parking Strategy has a key role to play in helping to address the Climate Emergency and contributing to the Scottish Government's Climate Change Plan ([Securing a green recovery on a path to net zero: Climate Change Plan 2018–2032 - update - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/securing-a-green-recovery-on-a-path-to-net-zero-climate-change-plan-2018-2032-update/gov.scot/pages/summary.aspx)). There is a need to reduce demand for less sustainable transport modes through promotion of greater levels of active travel and a shift to more sustainable modes of travel.

2.0 Issues and Options

2.1 Item 1

“Simplification of the complex charging for car parking in the Town Centre to encourage longer stays. We believe a single all day charge of £2 at identified car parks should be introduced to encourage longer dwell times.”

- 2.1.1 The £2 all day initiative for long-stay parking could encourage visitors and shoppers to extend their stay in the town centre. However, in order to not disadvantage those drivers who wish to park for a shorter time, the £1.10 tariff (for 0-2hrs) should remain available.

- 2.1.2 Introducing a £2/day tariff within the Thistle multi-storey car park alone would help avoid a reduction in turn-over of vehicles in key, short-stay, locations. This in turn would continue to support economic activity within the town centre and allow monitoring of parking demand.
- 2.1.3 The Thistle multi-storey car park operating with a flat £2/day tariff will make it clear for the public, allow access to covered parking for those taking up the offering and allow clear signage to be displayed which can be easily understood.
- 2.1.4 A legal Notice would be required to amend the parking charges. The expected timescale to process this and provide sufficient public notice is 2-3 months.
- 2.1.5 It is estimated that the cost of trialling a £2 per day tariff within the Thistle multi-storey car park for the 6 month period would be £7,000. The cost to make the necessary amendments to machine tariffs, signage and Notice would be a further £4,000. These costs for the 6 month trial would be funded from the Devolved Car Parking Trial budget.
- 2.1.6 Following the 6 month period, the Thistle multi-storey car park will close and the trial would be assessed.

2.2 **Item 2**

“Continued support for the reduced fixed price season ticket with a review against income and demand figures within 12 months of introduction of the single £2 all day charge for the identified car parks.”

- 2.2.1 This initiative is currently in operation until 31 March 2022 and is supported by the Devolved Parking Trial budget. The standard charge for a quarterly season ticket is £130, which is currently reduced to £60 per quarter.
- 2.2.2 The projected annual cost to support this initiative throughout 2022/23 is £13,000. The Devolved Parking Trial Budget would be able to cover the cost of this item.
- 2.2.3 A number of factors can influence this initiative, such as adjustments to parking charges, parking demand in the town centre and changing travel patterns due to Covid. Therefore, a review of the reduced price season ticket would be undertaken at the conclusion of the 6 month trial in Item 1. It is anticipated that the trial will remain for the full 12 months to March 2023.

2.3 **Item 3**

“Demolition of the two multi-storey car parks named “Esplanade” and “Thistle Street” would create a substantial development site alongside the current former swimming pool site. We note that there is currently a significant over capacity of town centre parking space and look forward to the feasibility report on the options for the future of the two car parks.”

- 2.3.1 A feasibility study into demolition of the multi-storey car parks is underway. This study will look to identify all opportunities and options for the land and cost considerations.

- 2.3.2 The study will consider issues, including potential surface level car parking, modified access to The Mercat Centre and accommodation of the ShopMobility service.
- 2.3.3 Consultation and local Committee involvement will be a key part of the work.
- 2.3.4 A report will be brought to this Committee following the completion of the feasibility study.
- 2.3.5 This study is being led by Business & Employability Services and a report detailing the outcomes of the feasibility study will be presented to this Committee late 2022/early 2023.

2.4 **Item 4**

“Removal of charging at both Coal Wynd car parks supporting the call for affordable free parking.”

- 2.4.1 There are two car parks off Coal Wynd, as detailed:

Coal Wynd A

Long-stay car park with 68 spaces

*Average occupancy – 30%

*Peak occupancy – 40%

2019/20 income - £35,000

Hill Place

Short-stay car park with 27 spaces

*Average occupancy – 2.3%

*Peak occupancy – 3%

2019/20 income - £2,000

*Occupancy data based on spot checks undertaken monthly on a Friday. Actual average and peak occupancy figures may vary, however this data provides an indicator of occupancy.

- 2.4.2 The provision of free parking within town centre locations is commonly perceived as an ideal incentive to help encourage economic vitality. However, evidence from other locations within the UK suggests that such initiatives prove problematic, including customers migrating from other charged parking areas, over demand for parking with a lack of turnover and reduced access for shoppers and business users. Providing free parking in both Coal Wynd car parks would likely see migration of vehicles from other charged car parks. It would also significantly reduce turn-over of space, negatively impacting access to the town centre.
- 2.4.3 The direct financial impact of this item would be a £37,000 loss per annum, however this could increase up to a £130,000 loss per annum if there is major migration from other charged areas. The cost to implement this option would be a further £3,000.
- 2.4.4 To be able to introduce this option, funding would have to be identified as the Parking Account is already significantly under recovered.

2.5 **Item 5**

“Timing of on street charges and controlled parking restrictions to be universal across the Town Centre.”

- 2.5.1 There are a large number of on-street charged and controlled/restricted parking locations within the Town which includes metered on-street parking, residents parking areas, time limited parking areas, timed waiting and loading restrictions and taxi ranks.
- 2.5.2 These parking controls have been introduced through Traffic Regulation Orders over many years and reflect the local demand and conditions at the time of implementation, which addressed the needs of the community and businesses.
- 2.5.3 Roads & Transportation Services have received few concerns in relation to the times or complexity of parking restrictions. Where required, changes are investigated and implemented to ensure they reflect local conditions and needs.
- 2.5.4 To fully review the restrictions would require a significant staff resource to ensure that the needs of the community are fully considered prior to any changes being made. The process to make such amendments would be lengthy, requiring amendments to the restriction times, signage changes, legal notices and processes, consultation and Committee approval. There is currently no available resource within Roads & Transportation Services to undertake this piece of work.
- 2.5.5 For this initiative to be advanced, financial support for additional staff resources would be required.

2.6 **Item 6**

“Reinforcement of improved pedestrian safety on High Street through the introduction of a permanent control facility at the west end of High Street at Burtons.”

- 2.6.1 A separate Committee report which details options to progress this Item is presented to this committee under Agenda item 6. This includes consideration of an electronic barrier system to manage vehicle access onto the High Street.
- 2.6.2 Funding for the initial installation would be supported from the Area Roads Programme with ongoing annual maintenance funding provided by the Devolved Parking Trial budget. Annual maintenance is estimated at £4,000 per annum.

2.7 **Item 7**

“Preventing vehicles exiting at the east end of High Street at Kirk Wynd, all traffic entering the High Street at Burtons to exit via Tolbooth Street only.”

- 2.7.1 Roads and Transportation Services with other services worked to support a community Christmas Market on the High Street during December 2021, which included the closure of the High Street from Tolbooth Street to Kirk Wynd. This was a community led initiative, which will provide valuable information to support discussions on whether a permanent closure of this section of road to vehicles is welcomed and practicable.
- 2.7.2 A report on the outcomes and feedback from this trial will be presented to the Kirkcaldy Area Committee in March 2022 to allow consideration of a permanent closure.

3.0 Conclusions

- 3.1 The items contained within the Motion (Appendix 1) have been considered by officers, with recommendations presented to allow initiatives to progress.
- 3.2 Introduction of a 6 month trial of a £2/day charge, continuation of the reduced price season ticket for the next 12 months, and funding for maintenance of an electronic barrier would be met from the Devolved Parking Trial budget. These items would represent a full spend on the budget in 2022/23.

List of Appendices

1. Kirkcaldy Area Committee Motion

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Appendix 1: Kirkcaldy Area Committee Motion (24th August 2021)

Motion for Kirkcaldy Area Committee - Car Parking & Placemaking review

Kirkcaldy Area Committee have benefitted from many months of engagement with various Council officers on the subject of Town Centre Placemaking and car parking options. We have also seen feedback from public consultations both council led and media led. In response, the Area Committee supports the following actions to address these matters:-

1. Simplification of the complex charging for car parking in the Town Centre to encourage longer stays. We believe a single all day charge of £2 at identified car parks should be introduced to encourage longer dwell times.
2. Continued support for the reduced fixed price season ticket with a review against income and demand figures within 12 months of introduction of the single £2 all day charge for the identified car parks;
3. Demolition of the two multi-storey car parks named “Esplanade” and “Thistle Street” would create a substantial development site alongside the current former swimming pool site. We note that there is currently a significant over capacity of town centre parking space and look forward to the feasibility report on the options for the future of the two car parks.
4. Removal of charging at both Coal Wynd car parks supporting the call for affordable free parking;
5. Timing of on street charges and controlled parking restrictions to be universal across the Town Centre;
6. Reinforcement of improved pedestrian safety on High Street through the introduction of a permanent control facility at the west end of High Street at Burtons;
7. Preventing vehicles exiting at the east end of High Street at Kirk Wynd, all traffic entering the High Street at Burtons to exit via Tolbooth Street only. This would discourage the current practice of drivers using the High Street as a thoroughfare and will encourage local businesses to use the open space created for commercial purposes like outdoor catering. The current access times and disabled access to High Street should remain as per the current Covid pilot.

The Committee requests that Officers prepare reports in respect of the implications, both operational and financial, of these measures for further consideration by the Area Committee. These reports should set out the governance route for implementation of all of these measures, including a note of any Traffic regulation Orders that may be required as a consequence.

Finally, we want to thank the Council officers, members of the public, town centre businesses and local media for their input on these issues over the years and believe this motion represents delivery of a wide range of opinions for the betterment of our Town Centre and look forward to further initiatives being delivered as part of the emerging Kirkcaldy Town Centre Strategy.

Proposed Councillor Neil Crooks
Seconded Councillor Alistair Cameron

25 January 2022

Agenda Item No. 06

Changes to Vehicular Access, High Street Pedestrian Zone, 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 Kirkcaldy Area Committee to consider proposals for changes to the times vehicles are prohibited from entering the Kirkcaldy High Street Pedestrian Zone; and to inform the Committee of options to prevent vehicle access to the pedestrian zone during prohibited times.

Recommendation(s)

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

1. agrees to the promotion of a permanent Traffic Regulation Order (TRO) amendment to change the times vehicles can access the High Street pedestrian zone to what is currently operating by means of a Temporary Traffic Regulation Order; and to permit Fife Council Demand Responsive Transport vehicles to enter the pedestrian zone out with the closure times; detailed in drawing nos. TRO/21/45/PZ and TRO/21/45/OPR, with all ancillary procedures;
2. authorises officers to confirm the Traffic Regulation Order within a reasonable period unless there are objections;
3. notes the options considered for barriers to prevent vehicular access to the pedestrian zone during restricted times and agrees for officers to develop the option for automatic rising bollards; and
4. agrees for Officers to consult with businesses and users on further restrictions on the times vehicles access the pedestrian zone between Tolbooth Street and Kirk Wynd.

Resource Implications

The cost of implementing the changes to the Traffic Regulation Order will be met by Approved Service Budgets. Capital costs for High Street barrier system will require to

be met from the Traffic Management Area Roads Programme. Ongoing revenue costs for the barrier system will be met from the annual area devolved car parking budget allocation. Preliminary design and feasibility stage fees can be met from the Roads & Transportation Services revenue budget.

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

For the TRO amendments the general duties section of the impact assessment and the summary form has been completed. No negative impacts have been identified. A further EqIA will be carried out when bollard designs have been finalised.

Consultation

The local ward councillors, Parking Management team and Police Scotland have been advised.

Formal consultation required by the Roads Traffic Regulation Act 1984 for the TRO process will be carried out through the posting of legal notices in a local newspaper and on the affected length of roads. In addition, details of the proposed TRO will be made available on Fife Direct.

Regarding options for a barrier system to prevent vehicular access to the pedestrian zone during closure times, consultation has taken place with Members who promoted the motion 'Car Parking & Placemaking Review', which was agreed by this Committee on 24 August 2021 (2021 KAC 121&122 item 278 refers). Further consultation will be required during the feasibility stage of the project, notably with emergency services and potentially affected Statutory Undertakers.

Regarding options to further restrict vehicular access to the section of the High Street between Tollbooth Street and Kirk Wynd, it is proposed to consult with businesses, residents and High Street users in order to gain their views prior to promoting a TRO amendment.

1.0 Background

- 1.1 In September 2020, Officers were asked by Members to change the times that all vehicles were prohibited from entering the High Street pedestrian zone, to allow businesses additional time to set up external seating areas. To this end the existing timings were changed, by means of a Temporary Traffic Regulation Order (TTRO), to prohibit all vehicles from entering and parking in the pedestrian zone between 11am and 5pm Monday, Wednesday, Friday, and Saturday. Vehicles displaying a blue badge, or commercial vehicles servicing businesses, can enter and park in the pedestrian zone out with these times i.e. all day Tuesday, Thursday and Sunday and before 11am or after 5pm on other days. This TTRO expires at the end of April this

year. For reference, the previous timings were no vehicular access Monday, Tuesday to Saturday 12pm to 5pm. The new times provide a gain of one hour per week that blue badge holders and commercial vehicles can access the pedestrian zone.

- 1.2 In 2018, an informal agreement was reached with Police Scotland to enable Fife Council Demand Responsive Transport (DRT) buses to access the pedestrian zone out with closure times, to allow DRT users to alight and be picked up. This arrangement has proven to be successful and well liked by DRT users so a change to the TRO is proposed to make this arrangement permanent.
- 1.3 Vehicles passing the No Entry sign commit a Road Traffic Offence enforced by Police Scotland. If vehicles park in the zone during the closure times, then Fife Council Parking Attendants can issue a Penalty Charge Notice. Contravention of the 'No Entry' is a regular occurrence leading to increased road safety risk when pedestrians are expecting it to be traffic free. To address this, temporary barriers were provided that could be placed across the pedestrian zone entrance. Subsequently, movable planters were provided to fulfil this function and be more aesthetically pleasing.
- 1.4 Over the festive period, a market has been operating on the section of the pedestrian zone between Tolbooth Street and Kirk Wynd. A separate Temporary Traffic Regulation Order was used to enable this market and prevent vehicles from accessing this section of the pedestrian zone when the market was in progress. There has been positive feedback to this arrangement.
- 1.5 At the meeting of the Kirkcaldy Area Committee of 24th August 2021, the Committee agreed the terms of the above-mentioned motion. Item 6 of the motion was: "Reinforcement of improved pedestrian safety on High Street through the introduction of a permanent control facility at the west end of High Street at Burtons". Committee requested officers to prepare reports in respect of the implications, both operational and financial, of these measures for further consideration by the Kirkcaldy Area Committee. Item 7 of the motion was "Preventing vehicles exiting at the east end of High Street at Kirk Wynd, all traffic entering the High Street at Burtons to exit via Tolbooth Street only. This would discourage the current practice of drivers using the High Street as a thoroughfare and will encourage local businesses to use the open space created for commercial purposes like outdoor catering. The current access times and disabled access to High Street should remain as per the current Covid pilot."

2.0 Issues and Options

- 2.1 Three options have been considered for a physical barrier system: A manually operated arm barrier, an automatic arm barrier and automatic rising bollards.

Manually Operated Arm Barrier

- 2.2 Similar to the typical red and white arm barriers found at car parks and check points, at circa £5000 for supply and installation this represents best value in terms of capital cost. However, it would need the sustainable commitment of a reliable daily operator and capacity for this is not readily identifiable within existing budgets. Further, a recent consideration to install such a barrier in Dunfermline High Street as a trial is currently on hold due to advice from Planning Services. Proprietary barriers

like these are generally very visually obtrusive and this may not fit in with the aesthetic of a high-quality streetscape.

- 2.3 While relatively robust and lockable when not attended, in areas of high footfall this type of barrier will be exposed to the risk of vandalism, particularly at night, incurring additional replacement costs.

Automatic Arm Barrier

- 2.4 This would cost in the region of £7500-£9000 to supply and install depending on power supply availability. The annual maintenance and power cost would be around £1500. In addition to the aesthetic and risk of vandalism concerns, such an installation presents safety considerations. Specifically, if the barrier commenced dropping when a vehicle or pedestrian was underneath it. While sensors in proprietary barriers are designed to detect vehicles and so prevent the arm closing prematurely, they have not been designed to detect pedestrians. This would be considered a significant hazard to pedestrians, given the volume using the High Street. Whilst mitigating measures such as warning alarms and lights could be provided, these may not be audible or visible to certain users and would not eliminate the risk.

Automatic Rising Bollard System

- 2.5 This type of system is commonplace in many city environments, not only for traffic management but also for public safety and security. Typically, an automatic bollard is cylindrical, around 800mm high and finished with a high-quality material rendering it not out of place as an item of street furniture in a High Street setting. The bollard is mechanically operated. Various control systems are available and the proposal for this system is to have the bollards operate to the specified fixed times in the Traffic Regulation Order with a facility to be opened for emergency access by emergency services in the form of a keypad or key fob override. There will be a facility to manually lower the bollards in the event of a power failure. Audible and visual warnings will operate when bollards are lowering and rising and sensors will prevent bollards rising if a vehicle is stationary over them. When lowered, is housed in a socket that is buried in the pavement to a depth of about one metre. For this reason, the exact layout will be dictated by the location of utilities and services below the High Street pavement. An early aspect of the design will be to locate these and determine their impact on the proposal.
- 2.6 If no complications are anticipated regarding installation, an automatic rising bollard system is expected to cost in the region of £30-£40k, plus an annual revenue cost of circa £4000. These estimates are based on installing three rising bollards, a control system and installation costs.

Next Steps

- 2.7 If it is agreed that the arm barrier options should be discounted based on safety and aesthetics concerns, and if agreed that both area capital and area revenue budgets for ongoing maintenance are potentially available, then it is recommended that further work is carried out to confirm the feasibility of the rising bollard system option. The scope of the feasibility stage would confirm:
- The identification of all key risks and control measures
 - Buildability

- More informed capital and revenue budget estimates
 - Arrangements for the procurement and programming of works
- 2.8 A preliminary design will also require to be produced to inform consultation with Planning Services along with all stakeholders who need access to the high street including the Emergency Services.
- 2.9 As the timings that were amended by means of a Temporary Traffic Regulation Order in October 2020 have been successful and well received, it is proposed to make these timings permanent.
- 2.10 It is proposed to consult businesses and users on possible further restrictions to vehicle access to the section of the pedestrian zone between Tolbooth Street and Kirk Wynd.

3.0 Conclusions

- 3.1 It is anticipated that the feasibility stage, preliminary design, and consultations could be completed in time to report outcomes to the March meeting of Kirkcaldy Area Committee.
- 3.2 It is considered, in the interests of road safety, that the amendment to the existing traffic restrictions to make the current TTRO restrictions permanent, as detailed in Appendix 1, be promoted.

List of Appendices

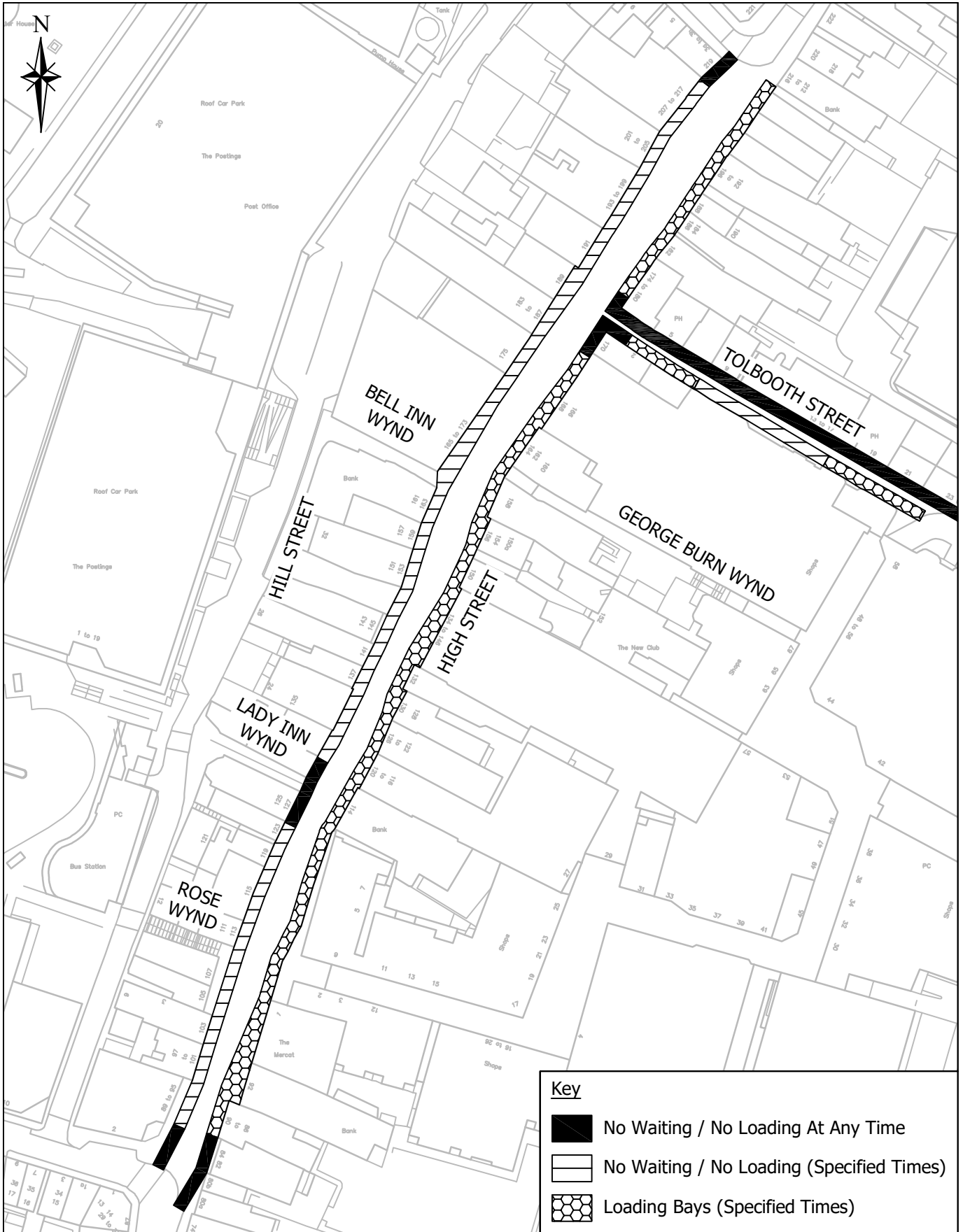
Appendix 1, Drawing no's TRO/21/45/PZ and TRO/21/45/OPR

Background Papers

None

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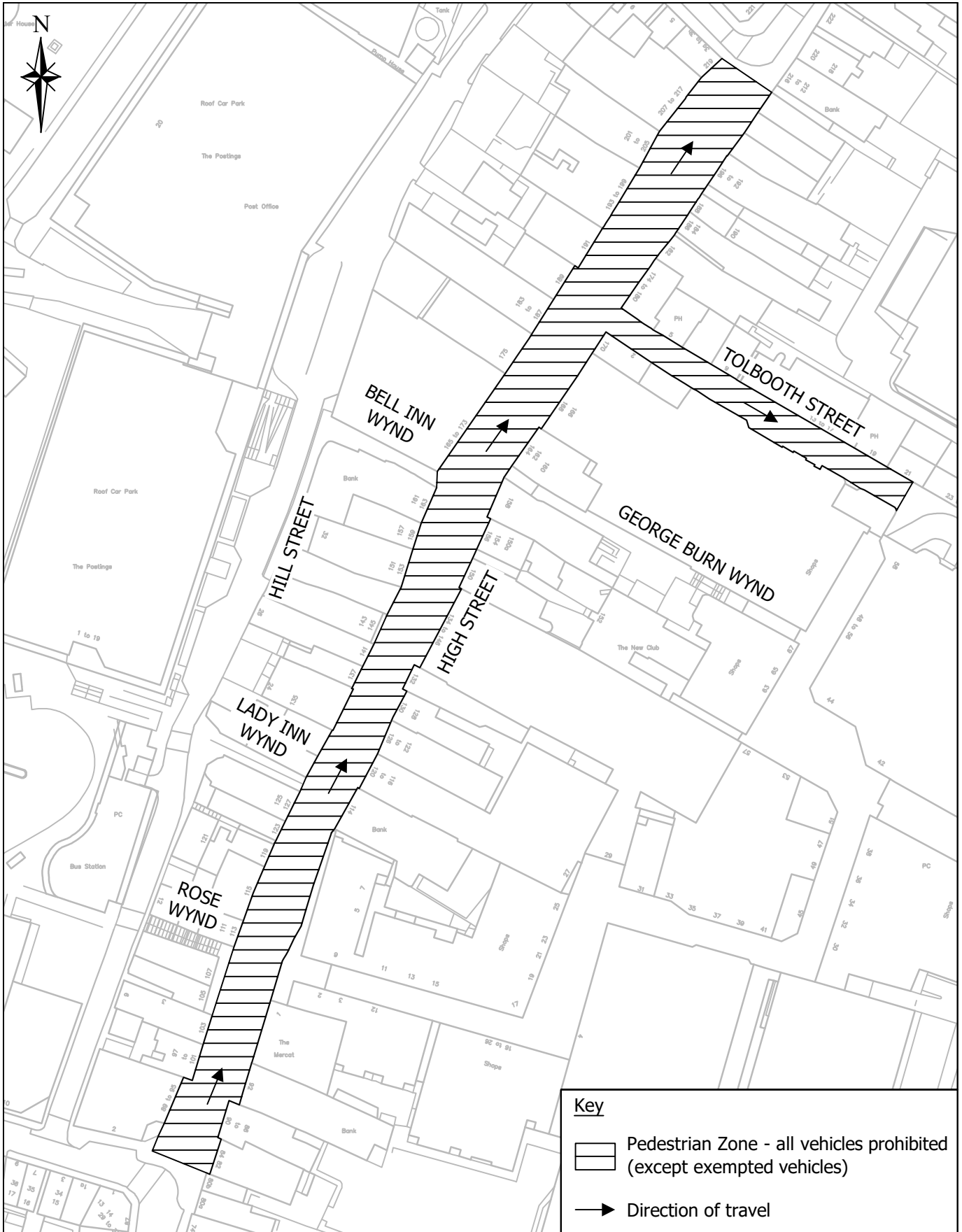


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

Pedestrian Zone - On-street Parking Restrictions
High Street / Tolbooth Street, Kirkcaldy

REV.	AMENDMENTS						BY	APP'VD	DATE
DESIGNED	KJ	DRAWN	KJ	CHECKED	PC	APPROVED	PC	DATE SEPTEMBER 2021	
HEAD OF ASSETS, TRANSPORTATION and ENVIRONMENT - KEN GOURLAY									

SCALE NTS DRAWING No. TRO/21/45/OSR REV. _



Key

-  Pedestrian Zone - all vehicles prohibited (except exempted vehicles)
-  Direction of travel

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**ASSETS,
TRANSPORTATION
and ENVIRONMENT**

REV.	AMENDMENTS	BY	APP'D	DATE					
DESIGNED	KJ	DRAWN	KJ	CHECKED	PC	APPROVED	PC	DATE	SEPTEMBER 2021

**Pedestrian Zone
High Street / Tolbooth Street, Kirkcaldy**

HEAD OF ASSETS, TRANSPORTATION and ENVIRONMENT - KEN GOURLAY				SCALE	NTS	DRAWING No.	TRO/21/45/PZ	REV.	_
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25 January 2022
Agenda Item No. 07

Area Roads Programme 2022-23

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

Wards Affected: 9, 10, 11 & 12

Purpose

The purpose of this report is to identify the projects which are proposed for inclusion in the 2022-23 Area Roads Programme for the Kirkcaldy committee area.

Recommendation(s)

Committee is asked to:

1. approve the report and appendices 1-3;
2. delegate authority to the Head of Assets, Transportation & Environment to manage the lists of Category 1 and 2 projects in line with the available resources/funding as the programme develops, in consultation with the Area Convener; and
3. note Appendices 4 & 5.

Resource Implications

The Area Roads Programme is funded from capital and revenue and some ring-fenced budgets. Programmes of work will be adjusted, if required, to ensure that expenditure remains within the Service budget.

Legal & Risk Implications

There are no known legal implications. There is a risk that if capital budgets require to be reduced, we will be unable to deliver all the Area Roads Programme priorities.

Impact Assessment

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

Consultation

Committee has been consulted through meetings with Members in the development of the lists of projects.

1.0 Background

- 1.1 The operation, management and maintenance of a safe and efficient transportation network has a major impact on the Fife economy and the quality of life of residents. Delivering transportation projects at local level underpins the priorities of the Fife Council Plan. Roads & Transportation has a key supporting role in relation to promoting a sustainable society, improving quality of life in local communities and growing a vibrant economy. Roads and Transportation Services also provides support to activities which are part of reforming Fife's public services.
- 1.2 The programme has been developed through the assessment and prioritisation of schemes identified by the processes below which follow the guidance identified in Table 5 of the Scheme of Decentralisation and Area Budgets approved by the Executive Committee on 17 November 2015: -
- Feedback from meetings with Elected Members,
 - Scheduled inspections, technical surveys, assessments and interrogation of maintenance management systems,
 - Suggestions received from Elected Members, Community Councils and the public.
- 1.3 At its meeting on 1st February 2018 the Economy, Tourism, Strategic Planning & Transportation Committee approved a methodology for allocating devolved budgets (2018, ETSP&T, 13 para 24 refers). The methodology can be summarised as follows: -
- The Area Committees determine local priorities for carriageway projects based on an Area Committee budget allocation commensurate with the Road Condition Index, as reported annually to the ETSP&T Committee,
 - Local priorities for footway projects are decided based on an Area Committee budget allocation commensurate with the proportion of urban footway mileage,
 - The remaining Road Safety & Traffic Management budget, combined with any available Cycling, Walking & Safer Streets grant funding aligned to safer streets, is allocated to local priorities based on and Area Committee budget commensurate with population numbers,
 - The foregoing is managed and reported via the relevant Area Roads Programme.
- 1.4 The current capital plan includes a budget of £8.25m in 2022-23, to be split 80% for carriageways and 20% for footways.

For the Kirkcaldy committee area, the budgets for 2022-23 are as shown below: -

Devolved Budget	2022-23 Allocation
Carriageways	£591k
Footways	£270k
Road Safety & Traffic Management	£109k

- 1.5 The level of capital resource allocated for carriageways and footways is concerning for future road condition. However, the Council reviews the capital plan every 2-3 years so there will be opportunities to consider additional investment going forward.

2.0 Issues and Options

- 2.1 Appendices 1-3 provide a detailed list of the proposed Area Roads Programme projects for budgets devolved to area committee. Category 1 schemes are committed to the programme dependent on available funding. Category 2 schemes will be promoted into the programme should any of the Category 1 schemes need to be deferred or additional funding becomes available.
- 2.2 An on-line system will be put in place to show how the carriageways and footways programme is progressing throughout the year.
- 2.3 Appendices 4 & 5 provide information on street lighting column replacement and structures works. These budgets are not devolved to area committees, but the works locations are provided for information.

3.0 Conclusions

- 3.1 The attached appendices show the proposed 2022-23 Area Roads Programme for the Kirkcaldy Committee area. The type of works, work location and provisional estimates are provided for each project.

List of Appendices

1. Carriageway Schemes
2. Footway Schemes
3. Traffic Management & Road Safety
4. Street Lighting
5. Structures

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Kirkcaldy Area Committee
Carriageway Scheme List for 2022-23

CAT1	To be approved by Committee for delivery in 2022-23
CAT2	To be approved by committee as 'reserve' schemes which can be promoted to CAT1 if an approved CAT1 scheme cannot be delivered.

Available Carriageways Budget

£591,000

Ward	Ward Name	Town	Street	Location	Estimate	Running Total	Cat
12	Kirkcaldy East	Dysart	B928 Windmill Road	Loughborough Road to The Fairway	£ 86,924	£ 86,924	1
12	Kirkcaldy East	Dysart	A955 Normand Road	B928 Windmill Road to B929 Boreland Road	£ 225,242	£ 312,166	1
11	Kirkcaldy Central	Kirkcaldy	A910 Nicol Street	A921 Esplanade to Veterinary Practice on Nicol Street	£ 146,399	£ 458,565	1
12	Kirkcaldy East	Kirkcaldy	C95 Dunnikier Road Ph 1	Signal Junction at Victoria Road to Balsusney Road	£ 68,446	£ 527,011	1
11	Kirkcaldy Central	Kirkcaldy	A910 Abbotshall Road	Beveridge Park R/bout to north of pedestrian crossing	£ 64,960	£ 591,971	1
12	Kirkcaldy East	Kirkcaldy	C95 Dunnikier Road Ph 2	Signal Junction at Wilson Avenue to Hayfield Road	£ 111,225	£ 703,196	2
11	Kirkcaldy Central	Kirkcaldy	C48 Bennoch Road Phase 3 of 3	Ben Alder Place to Co-op/The Steadings	£ 96,645	£ 799,841	2

Kirkcaldy Area Committee
Footways Scheme List for 2022-23

APPENDIX 2

CAT1	To be approved by Committee for delivery in 2022-23
CAT2	To be approved by committee as 'reserve' schemes which can be promoted to CAT1 if an approved CAT1 scheme cannot be delivered.

Available Footways Budget £269,655

Ward	Ward Name	Town	Street	Location	Scheme Type	Value	Running Total	Cat
10	Kirkcaldy North	Kirkcaldy	Redcraigs Ph 6		Combined Footway & Lighting	£ 50,000	£ 50,000	1
10	Kirkcaldy North	Kirkcaldy	Chapelhill Ph 4		Combined Footway & Lighting	£ 50,000	£ 100,000	1
12	Kirkcaldy East	Kirkcaldy	Nairn Street / Victoria Road Phase 1 of 2	Dunnikier Road to east of Provost Kay Park	Footway	£ 50,183	£ 150,183	1
10	Kirkcaldy North	Kirkcaldy	Greenloanings	Birnam Road - Dallas Drive to Blairmore Road south side. Birnam Road - Findhorn Place to shops north side. Blairmore Road - Birnam Road to ped. xing o/s school	Footway	£ 35,180	£ 185,363	1
11	Kirkcaldy Central	Kirkcaldy	Bennoch Road Phase 1	North footway from Broom Road to Zebra Crossing	Combined Footway & Lighting	£ 45,000	£ 230,363	1
11	Kirkcaldy Central	Kirkcaldy	Strathkinnes Road	Masserene Road to Gourlay Street	Footway	£ 45,000	£ 275,363	1
12	Kirkcaldy East	Kirkcaldy	Tweed Avenue		Combined Footway & Lighting	£ 29,738		2
12	Kirkcaldy East	Kirkcaldy	Nairn Street / Victoria Road Phase 2 of 2	East of Provost Kay Park to Mitchell Place	Footway	£ 54,322		2
10	Kirkcaldy North	Kirkcaldy	Greenloanings	Cul-de-sac serving 51-71 (off Dollar Crescent)	Footway	£ 16,969		2
11	Kirkcaldy Central	Kirkcaldy	Bennoch Road Phase 2	North footway from Zebra Crossing to Lomond Gardens	Combined Footway & Lighting	£ 80,000		2

Kirkcaldy Area Committee
Roads Safety & Traffic Management Scheme List for 2022-23

APPENDIX 3

CAT1	For delivery in 2022-23
CAT2	'Reserve' schemes which can be promoted to CAT1 if an approved CAT1 scheme cannot be delivered.

Available Road Safety & Traffic Management Budget

£108,675

Ward	Ward Name	Town	Street	Location	Scheme Type	Value	Running Total	Cat
11	Kirkcaldy Central	Kirkcaldy	High Street	At entrance to pedestrian zone east of Whytescauseway	Barrier	£ 40,000	£ 40,000	1
12	Kirkcaldy East	Kirkcaldy	Dunnikier Road	West of the ASDA r/bout	Puffin / Toucan	£ 40,000	£ 80,000	1
11	Kirkcaldy Central	Kirkcaldy	Bennoch Road / Massereene Road		Pedestrian island / kerb alignment	£ 15,000	£ 95,000	1
10	Kirkcaldy North	Kirkcaldy	Glamis Road		Traffic Calming	£ 5,000	£ 100,000	1
11	Kirkcaldy Central	Kirkcaldy	Dunearn Drive		Review Traffic Calming	£ 10,000	£ 110,000	1
9	Burntisland, Kinghorn & Western Kirkcaldy	Burntisland	A921 Aberdour Road	At car showroom / nursery	Puffin Crossing	£ 35,000		2
12	Kirkcaldy East	Kirkcaldy	McKenzie Street / St Clair Street junction		Replace crossing and signalise junction	£ 75,000		2

Kirkcaldy Area Committee
Lighting Scheme List for 2022-23

APPENDIX 4

CAT1	For delivery in 2022-23
CAT2	'Reserve' schemes which can be promoted to CAT1 if a CAT1 scheme cannot be delivered.

Ward	Ward Name	Town	Street	Location	Scheme Type	Value	Running Total	Cat
10	Kirkcaldy North	Kirkcaldy	Redcraigs Ph 6		Combined Footway & Lighting	£ 30,000	£ 30,000	1
10	Kirkcaldy North	Kirkcaldy	Chapelhill Ph 4		Combined Footway & Lighting	£ 30,000	£ 60,000	1
11	Kirkcaldy Central	Kirkcaldy	Bennoch Road Ph 1	Broom Rd to Zebra Crossing - north side	Combined Footway & Lighting	£ 32,500	£ 92,500	1
12	Kirkcaldy East	Kirkcaldy	Overton Mains Ph3		Lighting	£ 72,500	£ 165,000	1
10 & 11	Kirkcaldy North & Central	Kirkcaldy	Glamis Road & Brodick Road		Lighting	£ 199,000	£ 364,000	1
11	Kirkcaldy Central	Kirkcaldy	Ava Street & Lady Helen Street		Lighting	£ 85,500	£ 449,500	1
12	Kirkcaldy East	Kirkcaldy	Tweed Avenue		Combined Footway & Lighting	£ 20,000		2
10	Kirkcaldy North	Kirkcaldy	Templehall Avenue Path	footpath access to Templehall Ave flats no's 30 to 136	Lighting	£ 22,500		2
11	Kirkcaldy Central	Kirkcaldy	Smeaton Gardens & Melrose Cres		Lighting	£ 80,000		2
12	Kirkcaldy East	Kirkcaldy	Roslyn St, Gallatown Roundabout	central reservation south of roundabout	Lighting	£ 40,000		2
11	Kirkcaldy Central	Kirkcaldy	Bennoch Road Ph 2	Zebra Crossing to Lomond Gardens - north side	Combined Footway & Lighting	£ 50,000		2

**Kirkcaldy Area Committee
Structures Scheme List for 2022-23**

Ward	Ward Name	Town	Street	Location	Scheme Type	Value	Running Total
9	Burntisland, Kinghorn & Western Kirkcaldy	Shawsmill	C48	Shawsmill Bridge (322485,693055)	Bridge Major Repair (Flood Damage)	£ 90,000	£ 90,000
11	Kirkcaldy Central	Kirkcaldy	Hill Street	Postings Underpass (328001,691496)	Bridge Joint Replacement	£ 20,000	£ 110,000
12	Kirkcaldy East	Kirkcaldy	Victoria Road	Victoria Road Viaduct (328474,692501)	Principal Inspection (Special Access)	£ 12,400	£ 122,400

25 January 2022

Agenda Item No. 08

Supporting the Plan 4 Kirkcaldy Kirkcaldy YMCA Gallatown Hub – Landscaping

Report by: Paul Vaughan, Head of Communities and Neighbourhoods

Wards Affected: Ward 12

Purpose

The purpose of this report is to seek agreement from the Area Committee for an allocation of funding from Neighbourhood Development monies.

Recommendation

The Committee is asked to agree to an allocation of £14,500 towards the landscaping costs at the new YMCA Hub in the Gallatown.

Resource Implications

There is sufficient funding available in the Neighbourhood Development allocated funds should this contribution be agreed.

Legal & Risk Implications

There are no legal or risk implications

Impact Assessment

An Equality Impact Assessment (EqIA) is not required as this report does not have any immediate implications for service delivery and policy.

Consultation

Consultation has been undertaken with the local community.

1.0 Background

- 1.1 Kirkcaldy YMCA are requesting a contribution of £14500 from Kirkcaldy Area budgets to assist with costs of landscaping and lighting at the new premises.

2.0 Current Position

- 2.1 Kirkcaldy YMCA completed the building of the new HUB in the Gallatown, opening the doors to the public in November 2020 with a formal opening held late last year. This has involved the organisation gaining funding for the £736,000 investment in the centre and ultimately the community.
- 2.2. Funding for ground works was sought and allocated from Fife Environment Trust but, due to the increased costs of building materials due to the pandemic and shortages, the initial funding amount is now no longer enough and the landscaping remains to be completed. The YMCA have had significant support and discounts on flooring and roof light from 2 local companies and Scottish Power and Scottish Gas Network provided the electricity and gas pipe works as community benefit projects, which have all been beneficial in keeping costs down.
- 2.3 If granted, the funding will allow pathways to be built, a vehicle entrance point, seating areas, decked area, lighting, turfing and planting to be achieved. The initial priority will be the installation of 2 lights, one near the boundary and one near the building – as the site is absolutely dark – it is a public safety issue.
- 2.4 The programmes are currently supporting over 160 people per week – youth work; bike activity; school alternative education programme; crafts group; food classes; food provision for children & families; counselling; coaching and wellbeing sessions. Completion of the landscaping and installation of the lights would allow for more programmes to run after dark and more community members receiving support.

3.0 Conclusions

- 3.1 This project supports a number of the local community planning themes as well as meets the needs and wants of the Kirkcaldy East Community.

Report Contact

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25 January 2022

Agenda Item No. 09

Local Area Economic Profiles (December 2021)

Report by: Gordon Mole, Head of Business and Employability

Wards Affected: All Wards

Purpose

The purpose of this report is to provide members with an annual overview of the local economic profile for the each of the seven local committee areas using the latest available data. The information presented is intended to provide background and context to council activity within each locality and help inform area committee discussion and decision-making.

Recommendation(s)

It is recommended that Members:

1. consider and comment on the issues raised from the analysis of the latest available data; and,
2. recognise the ongoing economic impact and uncertainty resulting from the global Covid-19 pandemic and recent UK exit from the European Union.

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, Legal and Finance have been consulted in the preparation of this overview report.

1.0 Background

- 1.1 Appendix One to this report provides the local economic profiles for each of the Council's seven local committee areas using latest available data as of December 2021.
- 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 these latest figures provide the first real opportunity to assess the initial combined impact of the Covid-19 pandemic (from the start of March 2020 onwards) and the subsequent UK exit from the European Union (from 31st December 2020) on Fife's local economy.
- 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 provides members with context and background on policy development and impact.

2.0 Wider Economic Perspective

- 2.1 The 2020 global Covid-19 pandemic has had an unprecedented economic impact, the full scale of which has still to fully emerge. The 2021 UK departure from the European Union has also had effects on the national and local economy.
- 2.2 Government support has so far helped to mitigate the immediate impact on businesses. Despite concerns of a significant potential spike, unemployment has remained stable at around pre-Covid levels following the closure of the UK government Coronavirus Job Retention Scheme (CJRS, or furlough scheme) and Self-Employment Income Support Scheme (SEISS) at the end of September 2021.
- 2.3 The economic impact of Covid-19 and business recovery has, to date, been uneven. From a positive perspective, the 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 the availability of materials and labour has become problematic and material costs have increased. Transportation & Storage services are also in particularly high demand but have been hindered by a shortage of HGV drivers and unprecedented global shipping costs resulting from international supply chain disruption and the combined impact of Covid and additional measures arising from the UK's exit from the European Union.
- 2.4 The high proportions of employment within the public sector and health & social care sector in Fife have protected the jobs of many residents in the region, many of whom are working from home. However, there are longer-term concerns regarding fatigue and mental and physical health and wellbeing among these employees.
- 2.5 Further high-profile failures within the high street retail sector (particularly fashion retail) are having a major impact on town and city centres, although the crisis has prompted a welcome rejuvenation in local town centre trading.

- 2.6 The biggest impact, however, has undoubtedly been felt by the tourism and hospitality sectors. Ongoing changes around restrictions to trading, travel and social distancing (which have tended to come during the winter season) have continued to offset shorter-lived periods of recovery seen during the summer months. The situation has similarly impacted the entertainment, sports, leisure, and culture sectors.
- 2.7 Inflation is increasing sharply and is predicted to hit a 30-year peak of around 5.5% in mid-2022. As a result, the Bank of England required to raise interest rates from 0.1% to 0.25% in December 2021; the first increase in more than 3 years. The AA reported that average consumer prices for petrol and diesel hit all-time record highs in November. Energy cost inflation and the major changes to the supply of energy, with a total of 24 suppliers having collapsed since the start of September following a spike in wholesale gas prices. Rail users in Scotland are facing the largest fare rise in nearly a decade, with both peak and off-peak fares set to increase by 3.8% from 24th January 2022 and Fife rail users also facing a significant cut in some local and national services.

3.0 Local and Regional Developments

- 3.1 Work on the Council's Reform & Recovery Programme at the end of 2020 included engagement with members on the development of action plans focussing on Leading Economic Recovery; Addressing the Climate Emergency; Tackling Poverty; and Community Wealth Building (CWB).
- 3.2 The subsequent report to Policy & Coordination Committee on 4th March 2021 approved implementation of short-term Leading Economic Recovery Action Plan aimed at tackling the immediate impact of the Covid-19 pandemic on Fife businesses and local economy.
- 3.3 This work subsequently helped to inform the 2021 refresh of the Plan4Fife and review of governance and delivery arrangements from strategic partnership level through to new people and place leadership forums to support effective delivery moving forward. The new 'Recovery & Renewal: Plan4Fife 2021-24 Update' was published in August 2021.
- 3.4 Revised Fife Partnership governance arrangements have seen the establishment of a new Leading Economic Recovery Board; Addressing Climate Emergency Board; and a Tackling Poverty & Preventing Crisis Board; and an overarching Reform & Recovery Leadership Group that also oversees cross-cutting delivery of the Community Wealth Building agenda.
- 3.5 A 12-month progress update on delivery of the current LER Action Plan is currently being collated and will be reported to the LER Board and Economy, Tourism, Strategic Planning & Transportation Sub-Committee in early 2022.
- 3.6 Work also ongoing in relation to regional economic partnership arrangements; in particular, the further development of action plans supporting the Edinburgh & South-East Scotland Regional Prosperity Framework.
- 3.7 In addition, the Scottish Government's new National Strategy for Economic Transformation is expected to be published in the new year
- 3.8 These developments at local, regional and national level will subsequently help to inform a refresh of the Fife Economic Strategy during 2022, after the postponement of the scheduled review in 2021 due to the major economic uncertainties resulting from the combined impact of the Covid-19 pandemic and UK exit from the European Union.

4.0 Headline Issues & Opportunities: Kirkcaldy

- 4.1 The employment rate in the Kirkcaldy area (63.6%) is considerably lower than the Fife and Scottish averages; with female employment (59.8%) significantly lower than the male employment rate (66.7%).
- 4.2 Kirkcaldy has the second highest rate of economic inactivity in Fife (33.3%). This is significantly higher than the figures for Fife and Scotland as a whole.
- 4.3 Kirkcaldy has the second highest claimant rate in Fife (6.6%), with the largest increase in claimants on pre-pandemic levels of around 413 people.
- 4.4 Kirkcaldy has the second highest proportion of people employed in high-skilled jobs (31.6%); but also the highest proportion of people employed in elementary occupations (18.2%).
- 4.5 Kirkcaldy has an above-average proportion of its working age population that have no qualifications (7.5%).
- 4.6 Kirkcaldy SPCA has had the lowest percentage of 16-19yr olds participating in education, training or employment over the past 5 years, with the 2021 figure dipping to 87.5%.
- 4.7 Kirkcaldy SPCA has the second highest proportion of small, medium, and large businesses in Fife (12.9% total).
- 4.8 The number of jobs in Kirkcaldy increased from 22,000 in Sept 2019 to 23,000 in Sept 2020, an increase of 1,000 jobs (+4.5%). Kirkcaldy was the only area in Fife to see an increase in jobs over this period.
- 4.9 Kirkcaldy accounts for 31.6% of employment in Human Health & Social Work in Fife.
- 4.10 The percentage of vacant units in Kirkcaldy town centre increased to 28.8% in 2021. However, Burntisland has seen a further decrease in the percentage of vacant units to 10.2% (the second lowest level of the Fife town centres surveyed).
- 4.11 In 2020, the Kirkcaldy & Mid-Fife area saw a 59% fall in visitor numbers on the previous year as a result of the Covid-19 pandemic. Tourism visitor days to Kirkcaldy & Mid-Fife for January to June 2021 are up only 2.8% on 2020; significantly below the average rate of recovery for Fife of 21.1%.

[Note: UKPC = UK Parliamentary Constituency; SPCA = Scottish Parliamentary Constituency Area]

List of Appendices

1. Local Area Economic Profiles Report (Dec 2021)

Background Papers

- [Leading Economic Recovery Action Plan Report](#) (4th March 2021)
- [Leading Economic Recovery Action Plan: Progress Update Report](#) (9th Sept 2021)
- [Recovery & Renewal: Plan for Fife 2021-2024 Update \(17th Aug 2021\)](#)
- [Fife's Economic Strategy 2017-2027 \(March 2017\)](#)
- FC Briefing Note: UK Government Autumn Budget Statement (27th Oct 2021)
- FC Briefing Note: Scottish Government 2022-23 Budget Statement (9th Dec 2021)

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Introduction

This profile provides an overview of the characteristics and performance of Fife’s labour market and business base, in particular for the period following the early stages of the Covid-19 pandemic. It also provides a summary of key economic developments and business support activity carried out by Fife Council in 2020/21. The profiles are based on a range of publicly available socio-economic data. Whilst much of the data has a time lag, the data presented are the most up-to-date available at the time of writing.

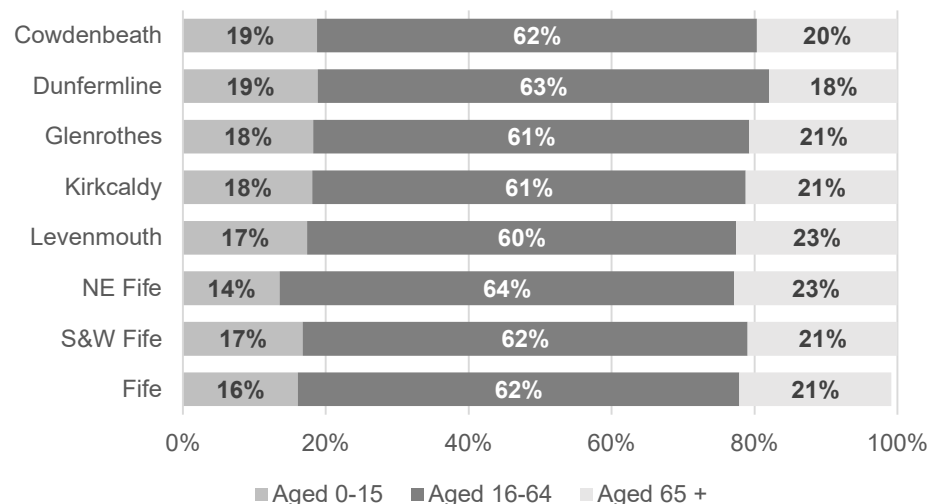
Unless otherwise stated, the data is broken down to the areas covered by each of Fife Council’s seven [Local Area Committees](#).

Population

Figure 1: Mid-2020 Population Estimates; Fife and Local Area Committee Geographies

Cowdenbeath Area	City of Dunfermline	Glenrothes Area	Kirkcaldy Area	Levenmouth	North East Fife	South & West Fife	Fife
41,491	59,943	49,871	60,417	37,722	75,557	49,129	374,130

Figure 2: Population Structure



Around 374,130 people live in Fife, 6.8% of Scotland’s population (Figure 1).

Looking at the population structure of Fife and its committee areas (Figure 2):

- Levenmouth has the smallest proportion of people of working age (aged 16 to 64 years) (60%).
- North East Fife and Levenmouth have the highest proportions of people aged over 65 (23%) whilst Dunfermline has the lowest (18%).
- North East Fife has the largest proportion of people who are of working age (64%), and the lowest proportion of children (14%).

Source: Mid-2020 Electoral Ward Population Estimates, National Records of Scotland.

Employment

Figure 3: Employment Rates, Jul 2020- Jun 2021

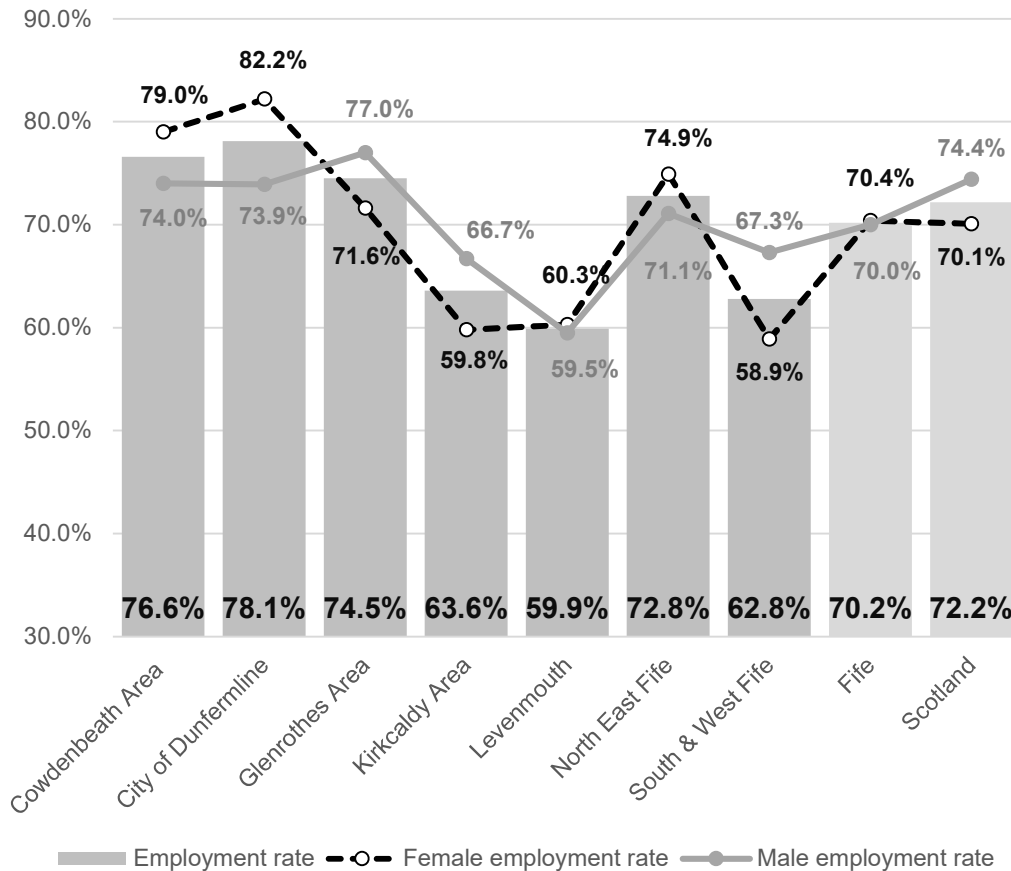
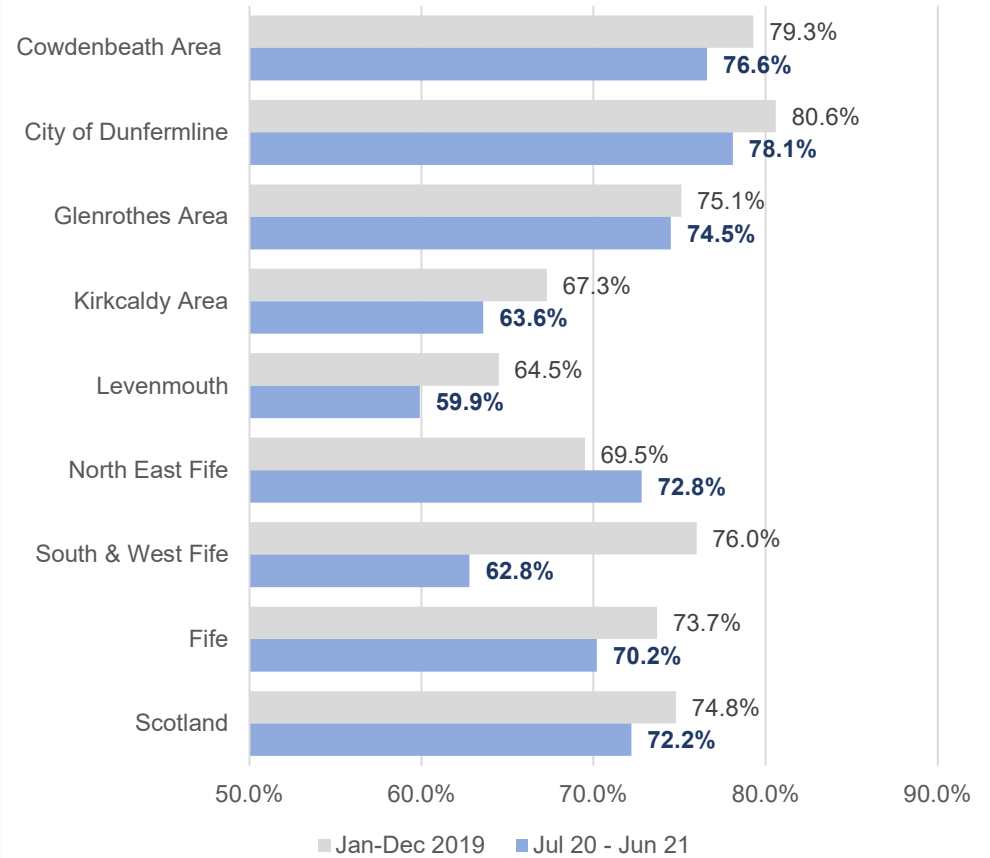


Figure 4: Employment Rate Change 2019-2021



Latest Employment Rates:

Dunfermline's employment rate* (78.1%) is the highest in Fife and significantly above the rate for Scotland as a whole (72.2%) (Figure 3).

The employment rates in the Kirkcaldy and South & West Fife areas and Levenmouth are considerably lower than the Fife and Scottish averages. Levenmouth has the lowest employment rate of all the committee areas in Fife (59.9%).

In the Cowdenbeath area, Dunfermline and North East Fife, the female employment rate is higher than the male, whilst in the Glenrothes, Kirkcaldy and South & West areas, the male employment rate is significantly higher than the female (Figure 3).

Employment Rate Change:

Between 2019 and 2021, employment rates fell in almost all parts of Fife as a result of the impact of the Covid-19 pandemic (Figure 4). Fife's employment rate fell from 73.7% in 2019 to 70.2% in 2021 meaning that approximately three in ten of the region's working age population were unemployed or economically inactive (see sections below).

The highest falls were seen in South & West Fife (-13.2 % points), Levenmouth (-4.6 % points) and Kirkcaldy (-3.7 % points).

North East Fife was the only area to see an increase in its employment rate to above the 2019 pre-pandemic level.

Source: ONS Annual Population Survey, Jul 2020 - Jun 2021.

Note: *employment rate = % of the working age populations (aged 16-64) who are in employment.

Unemployment

Figure 5: Unemployment in Fife, Scotland and the UK

Period	Fife (Numbers)	Fife (%)	Scotland (%)	GB (%)
Jan 2019 to Dec 2019	7,300	4.1%	3.3%	3.9%
Jan 2020 to Dec 2020	8,600	4.9%	4.3%	4.7%
Jul 2020 to Jun 2021	8,700	5.1%	4.7%	5.0%

The latest unemployment figures for Fife are for the 12 months to June 2021, before the furlough scheme ended on 30 September 2021.

Between 2019 and 2021, Fife's unemployment rate increased from 4.1% to 5.1% as an estimated additional 1,400 people became unemployed.

Source: ONS Annual Population Survey, July 2020-June 2021. Note: Numbers and % are for those aged 16 and over. % is a proportion of economically active. Unemployment figures are not shown below the Fife level as sample sizes are too small for reliable estimates.

Economic Inactivity

Figure 6: Proportion of the working age population who are economically inactive, Jul 2020 - Jun 2021

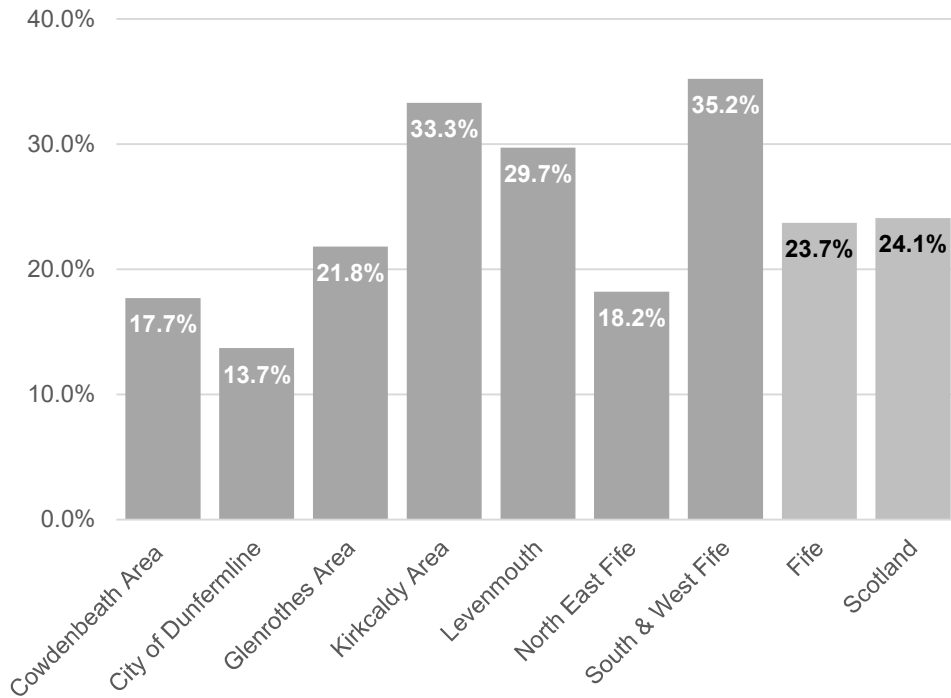
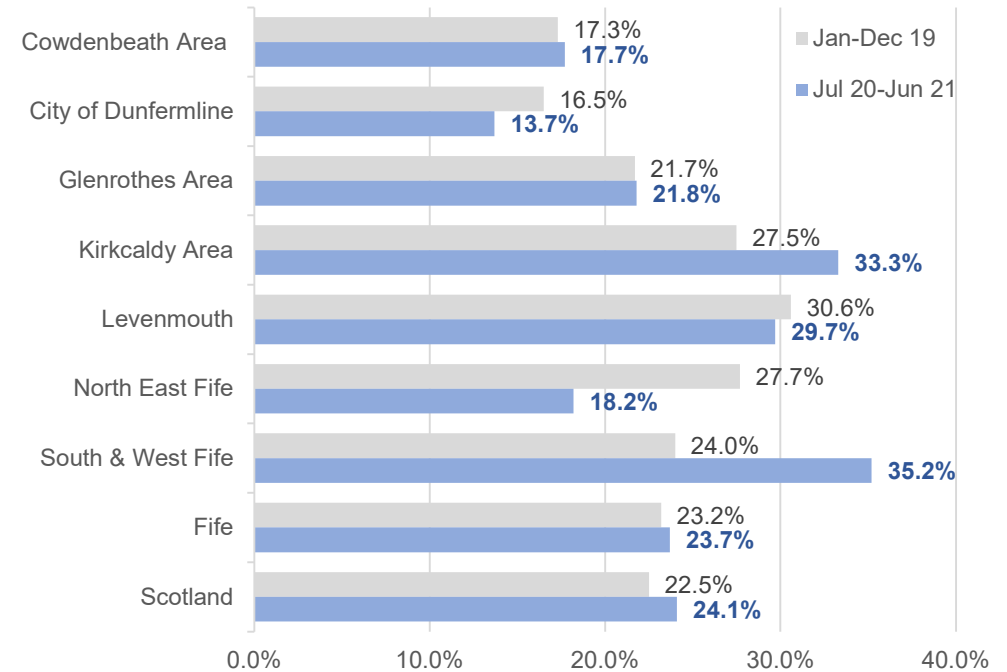


Figure 7: Change in the proportion of the working age population who are economically inactive, 2019-2021



Four committee areas have economic inactivity rates that are lower than the Fife and Scottish averages – Cowdenbeath, Dunfermline, Glenrothes and North East Fife (Figure 6).

South and West Fife has the highest economic inactivity rate (over 10 percentage points higher than the Fife and Scottish averages) followed by Kirkcaldy.

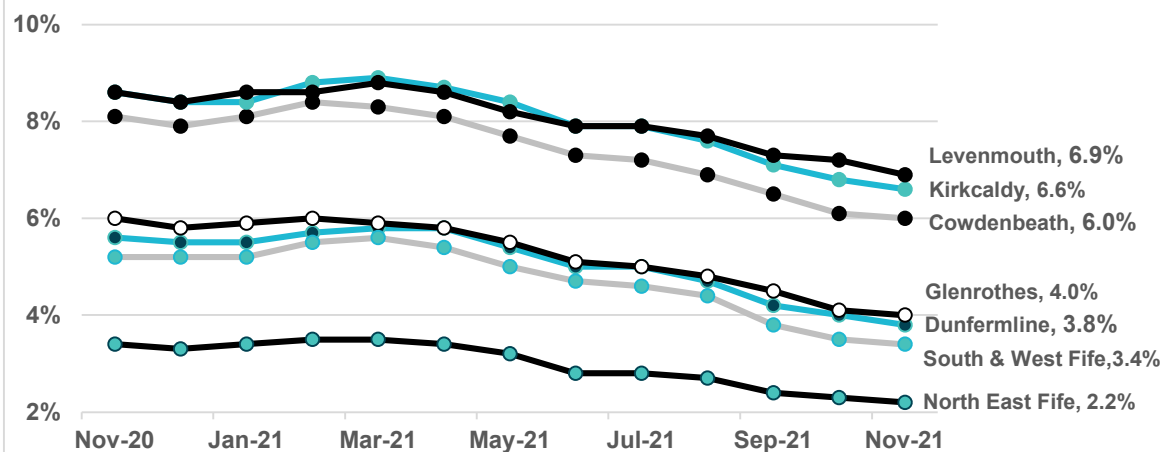
Between 2019 and 2020/2021, South and West Fife and Kirkcaldy both saw increases in the proportion of their populations who were economically inactive. North East Fife and Dunfermline saw inactivity rates fall (Figure 7).

Source: ONS Annual Populations Survey, Jun 2020 – Jul 2021.

Note: economically inactive is defined as people who are neither in employment nor unemployed (ie not seeking work).

People Claiming Out-of-work Benefits

Figure 8: Claimant rates – Fife Area Committees, Nov 2020-Nov 2021



North East Fife has the lowest claimant rate of all the area committees (Figure 8).

Levenmouth and Kirkcaldy have the highest claimant rates; this has been the case for some time.

All claimant rates in Fife increased significantly in 2020 and remained considerably higher than pre-pandemic levels until they started to fall in April 2021.

The latest rates (November 2021) are around one percentage point higher than in 2019 with just over 1,500 more people claiming out-of-work benefits. The difference is highest in Kirkcaldy and lowest in Glenrothes (Figure 9).

Source: ONS Claimant Count.

Note: the Claimant Rate is the percentage of working age (16-64yrs) residents claiming out-of-work benefits.

Figure 9: Claimant count and rate change 2019 to November 2021

Area Committee	2019 Average		November 2021		Difference	
	Claimant Rate	Claimant Count	Claimant Rate	Claimant Count	Claimant Rate	Claimant Count
Cowdenbeath	5.1%	1,328	6.0%	1,545	+0.9%	+217
Dunfermline	3.3%	1,213	3.8%	1,415	+0.5%	+202
Glenrothes	3.6%	1,108	4.0%	1,215	+0.4%	+107
Kirkcaldy	5.5%	2,002	6.6%	2,415	+1.1%	+413
Levenmouth	6.4%	1,450	6.9%	1,570	+0.5%	+120
North East Fife	1.7%	762	2.2%	1,035	+0.5%	+273
South & West Fife	2.7%	836	3.4%	1,065	+0.7%	+229
All Fife	3.8%	8,753	4.5%	10,335	+0.8%	+1,582

Occupational Skills

The Kirkcaldy Area and South & West Fife have the highest proportions of people employed in elementary occupations.

The Glenrothes Area has a higher-than-average proportion of people employed in lower-middle skilled jobs with over 40% of jobs in these occupations. This is the highest rate of employment in these occupations of Fife's committee areas.

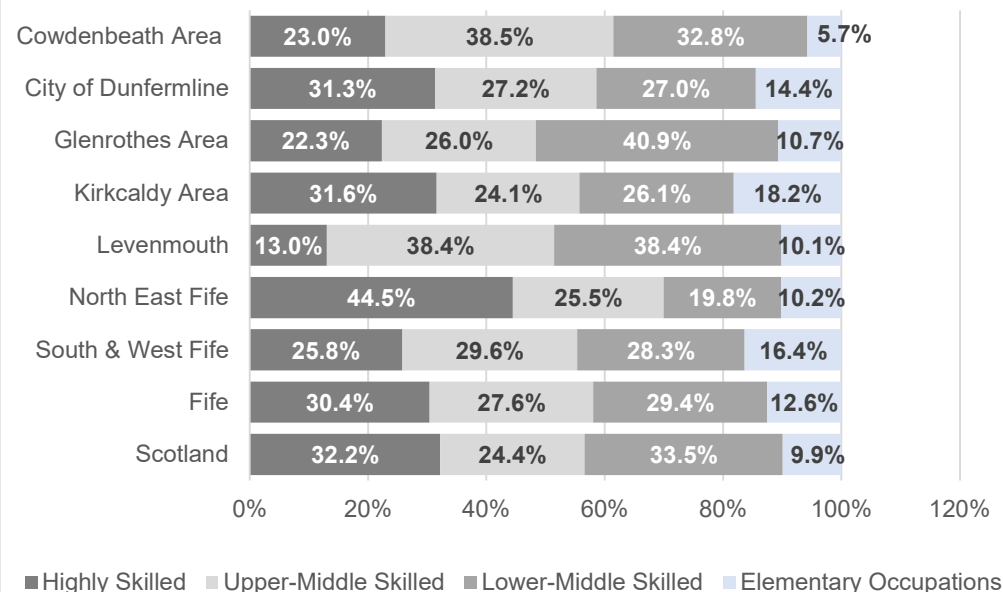
Levenmouth has a significantly lower proportion of people employed in high skilled jobs such as managers, directors and professionals than Fife and Scotland as a whole, and the lowest proportion of all of Fife's committee areas (13%).

North East Fife has the highest rate of employment of the Fife area committee areas in high skilled jobs (44.5%).

Source: ONS Annual Population Survey, Jan-Dec 2020.

Note: High Skills: managers, directors, senior officials & professional occupations; Medium-High Skills: associate professional & technical & skilled trade occupations; Medium-Low Skills: admin, secretarial, caring, leisure, sales & customer service occupations & process, plant & machine operatives; Elementary: elementary trades, admin & service occupations.

Figure 10: Employment by Occupation, Jan-Dec 2020



Qualifications & Skills of Population

Figure 11: Qualifications by Age; Fife 2017-2020

	2017	2018	2019	2020
% with NVQ4+ - aged 16-64	44.9%	44.0%	43.3%	51.3%
% with NVQ4+ - aged 16-24	38.2%	22.3%	25.0%	35.4%
% with NVQ4+ - aged 25-49	54.4%	51.6%	50.6%	62.9%
% with NVQ4+ - aged 50-64	35.4%	44.7%	42.6%	44.1%
% with no qualifications (NVQ) – aged 16-64	7.3%	8.2%	7.3%	5.9%
% with no qualifications (NVQ) - aged 16-24	5.0%	8.8%	6.8%	5.0%
% with no qualifications (NVQ) - aged 25-49	5.4%	5.9%	5.6%	4.4%
% with no qualifications (NVQ) - aged 50-64	11.2%	11.1%	9.7%	8.6%

Figure 12: Proportion of 16-64 year olds with No Qualifications

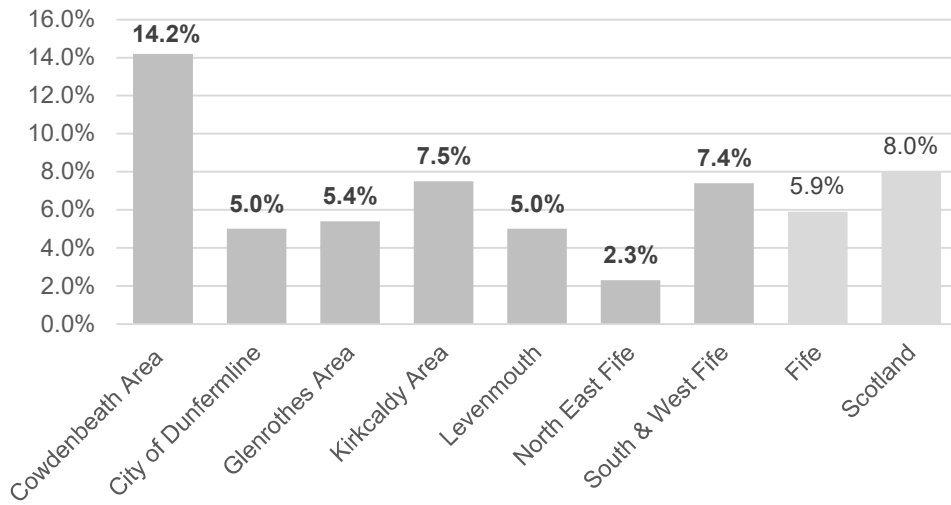
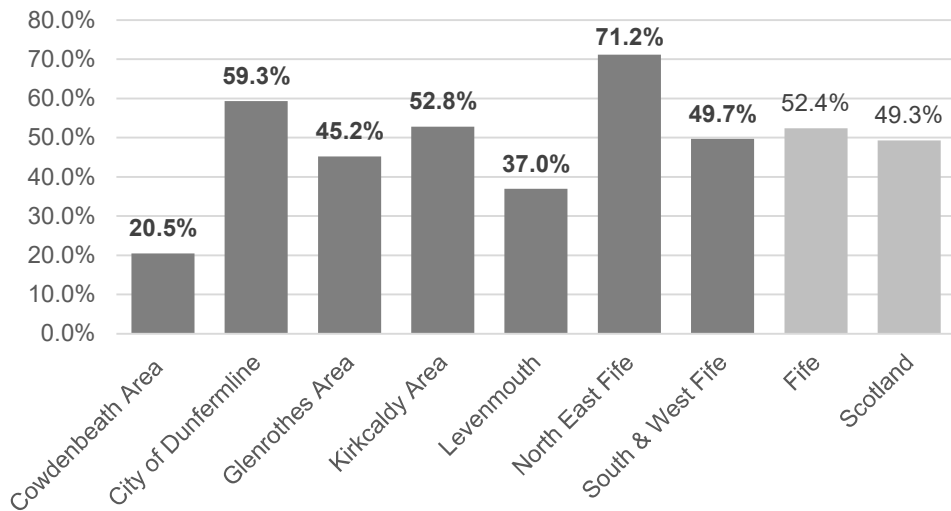


Figure 13: Proportion of 16-64 year olds Qualified to NVQ4 or above



2017-2020 Trend:

The qualifications of Fife’s working age population remained similar between 2017 and 2019, but showed significant improvement between 2019 and 2020, when the proportion of those aged 16-64 with a NVQA4 or higher qualification increased from 43.3% to over 50% and the proportion with no qualifications fell from 7.3% to 5.9% (Figure 11).

The 50-64 age group has seen a consistent improvement in qualifications since 2017.

Qualifications by Committee Area:

Cowdenbeath has a significantly higher proportion of its working age population with no qualifications (14.2%) than Scotland and Fife as a whole (8.0% and 5.9% respectively), and the highest proportion of all Fife’s committee areas. The area also has the lowest proportion of people who are qualified to NVQ4 or above (20.5%) (Figures 12 & 13).

Kirkcaldy and South & West Fife also have higher proportions of their populations with no qualifications than Fife overall, while Levenmouth and Glenrothes have lower rates qualified to NVQ4 or above.

North East Fife has the lowest percentage (2.3%) of its working age population with no qualifications out of all the committee areas in Fife.

North East Fife also has the highest proportion (71.2%) of people qualified to NVQ4 or above.

Source: ONS Annual Population Survey, Jan-Dec 2020.

Note: these estimates should be viewed with caution due to small sample sizes.

Data for 2021 is not available until April 2022.

School Leaver Destinations and Attainment

Figure 14: School Leaver Destinations and Attainment 2019-20

	Fife	Scotland
Percentage of school leavers achieving a positive initial destination*	91.9%	93.3%
Percentage of school leavers achieving a positive follow-up destination*	90.0%	92.2%
Percentage of school leavers achieving 1+ SCQF Level 5 or better	79.6%	85.7%
Percentage of school leavers achieving 1+ SCQF Level 6 (Higher) or better	56.5%	63.9%

91.9% of Fife's 2019/20 school leavers achieved a positive initial destination and 90.0% achieved a positive follow-up destination*.

These figures were lower than Fife's 2018/19 school leavers, 94.4% of whom achieved a positive initial destination and 91% a positive follow-up destination and were the lowest rates since 2012/13.

The choices and opportunities available to pupils leaving school last year were impacted by the Covid-19 pandemic.

Whilst the rate also fell in Scotland as a whole, the fall was not as great, meaning that the gap between the Fife and Scottish rates has widened.

The percentages of 2019/20 school leavers achieving at least one SCQF Level 5 or 6 are below the figures for Scotland as a whole and were lower than those for Fife's 2018/19 school leavers.

Source: Scottish Government, Summary Statistics for Attainment and Initial and Follow-up Leaver Destinations No 3, 2021 Editions.

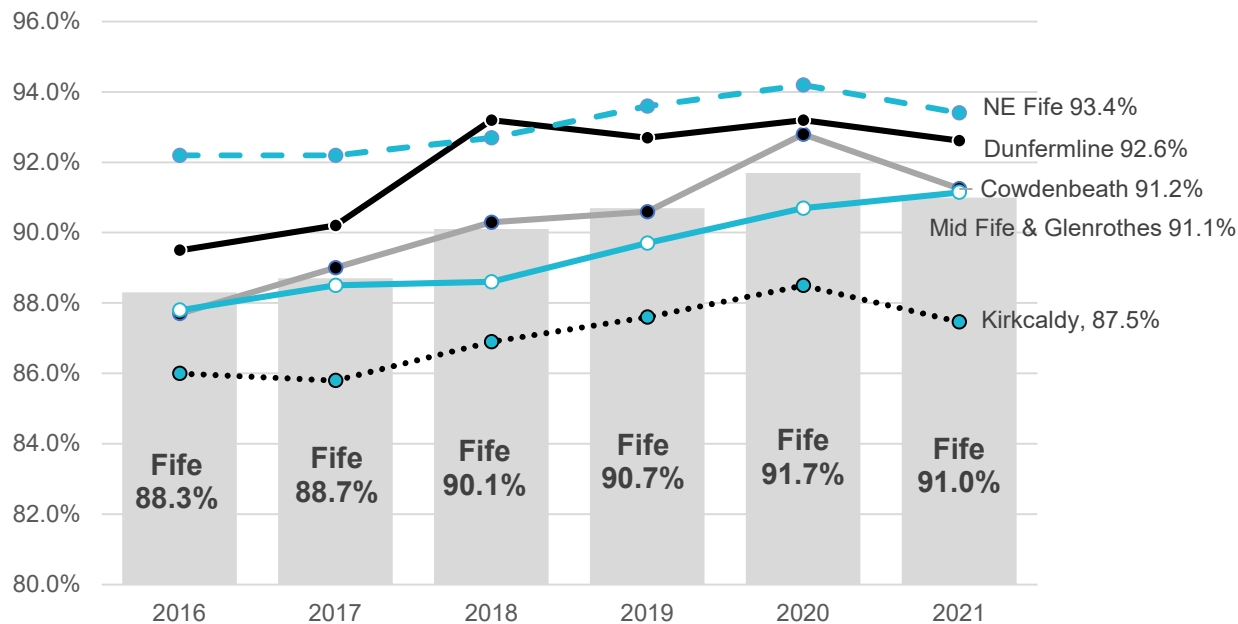
Note: * A young person is deemed to be in a positive destination when they are actively engaged with an organisation for the purpose of learning, training or work (work includes volunteering).

Annual Participation Measure for 16-19 Year Olds

Figure 15: Percentage of 16–19 year olds participating in education, training or employment 2016-2021, Fife and Scotland

Year	Fife					Scotland				
	16-19 year olds	16-year olds	17-year olds	18-year olds	19-year olds	16-19 year olds	16-year olds	17-year olds	18-year olds	19-year olds
2016	88.3%	98.6%	93.5%	84.8%	77.0%	90.4%	98.7%	93.9%	88.0%	81.7%
2017	88.7%	98.9%	91.7%	86.8%	78.3%	91.1%	98.8%	90.4%	88.9%	83.4%
2018	90.1%	98.7%	93.5%	86.8%	82.3%	91.8%	98.9%	94.6%	89.9%	84.5%
2019	90.7%	99.1%	93.6%	88.2%	82.2%	91.6%	99.0%	94.8%	89.1%	83.9%
2020	91.7%	98.6%	94.5%	89.6%	84.1%	92.1%	99.0%	95.0%	90.4%	84.1%
2021	91.0%	99.0%	92.6%	87.1%	85.0%	92.2%	99.1%	94.3%	89.4%	85.4%

Figure 16: Percentage of 16-19 year olds participating in education, training or employment 2016-21; by Scottish Parliamentary Constituency



Fife saw the proportion of its 16-19 year olds participating in education, training or employment increase steadily from 88.3% in 2016 to 91.7% in 2020, before the rate fell slightly (by 0.7 percentage points) in 2021 (Figure 15).

All parts of Fife had seen participation increase between 2016 and 2020, and all saw participation fall between 2020 and 2021, apart from Mid Fife and Glenrothes.

The largest increases in participation between 2016 and 2020 were in the 18 and 19 year age groups (Figure 15).

Between 2020 and 2021, the participation rate increased for 16 and 19 year olds, but fell for 17 and 18 year olds (Figure 15).

Source: Skills Development Scotland, Annual Participation Measure of 16-19 year olds in Scotland, 2021.

Fife Council's Culture of Enterprise Programme

Figure 17: Participation in Fife Council's Culture of Enterprise (CoE) Programme, 2020/21

	Cowdenbeath Area	City of Dunfermline	Glenrothes Area	Kirkcaldy Area	Levenmouth	North East Fife	South & West Fife	Fife
Number of school engagements	2	3	2	2	1	2	2	14
Number of businesses engaged with schools	0	0	2	1	1	1	0	5
Number of pupils participating in CoE activities 2020/21	3,507	11,360	1,130	873	778	3,309	1,191	22,148
<i>Number of pupils participating in CoE activities 2019/20</i>	<i>1,185</i>	<i>963</i>	<i>2,429</i>	<i>879</i>	<i>405</i>	<i>134</i>	<i>141</i>	<i>6,136</i>

Dunfermline had more school pupils than any other committee area engaging in Fife Council Culture of Enterprise programmes, followed by Cowdenbeath and North East Fife.

In most parts of Fife there was a significant increase in the number of pupils participating in 2020/21 compared with 2019/20 due to the delivery of virtual/non-contact activities such as the virtual coding academy which saw a substantial uptake in schools and is expected to grow further this year. Covid restrictions did however result in fewer schools and businesses engaging in the programme and the number of pupils engagements falling in the Glenrothes and Kirkcaldy areas.

Source: Fife Council – Economic Development.

Earnings

Resident earnings represent the earnings of people who live in the area, but do not necessarily work in the area. Workplace earnings are the average earnings of those who work in the area, but do not necessarily live in the area.

Dunfermline & West Fife has the highest workplace earnings and North East Fife the highest resident earnings.

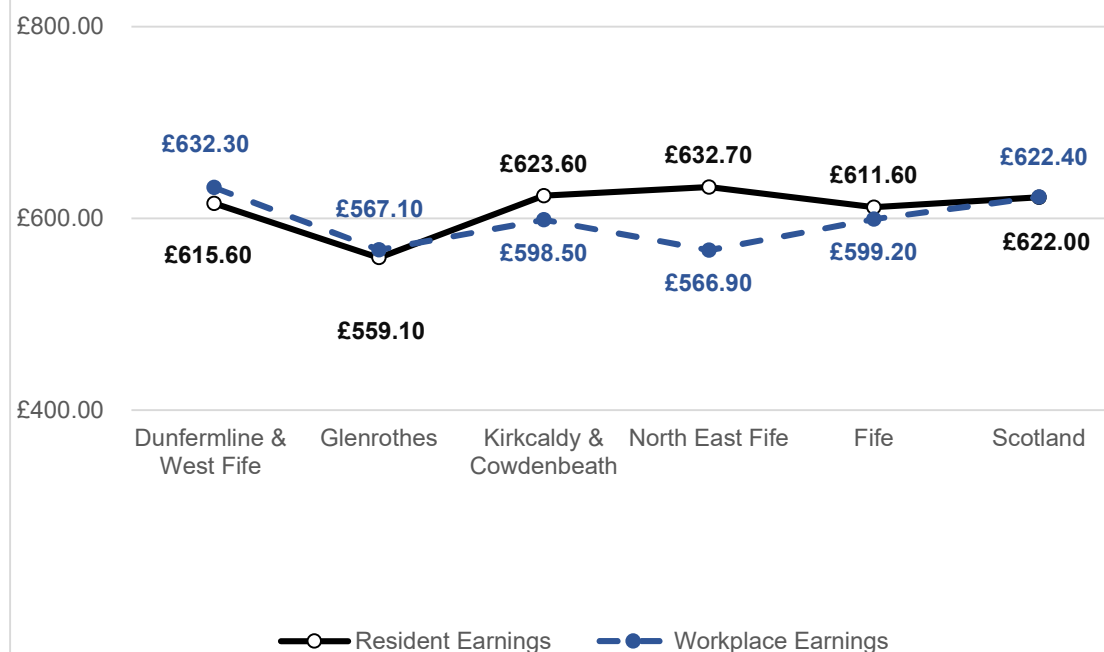
Glenrothes has the lowest resident earnings in Fife and North East Fife the lowest workplace earnings. North East Fife workplace earnings are £65.80 lower than its resident earnings.

Source: ONS Annual Survey of Hours and Earnings.

Areas: UK Parliamentary Constituencies.

Note: These estimates have not been compared with previous years and should be viewed with caution. Estimates for 2020 and 2021 include furloughed employees and are based on actual payments made to the employee from company payrolls, and the hours on which this pay was calculated, which in the case of furloughed employees are their usual hours. Both the 2020 and 2021 ASHE surveys saw lower response rates than usual. As the data is based on PAYE it does not include the self-employed.

Figure 18: Median Weekly Earnings, April 2021



Business Base & Key Sectors

Number and Size of Businesses

Figure 19: Number of Enterprises 2021; Scottish Parliamentary Constituency Areas (SPCAs), Fife, Scotland

	Cowdenbeath SPCA	Dunfermline SPCA	Kirkcaldy SPCA	Mid Fife & Glenrothes SPCA	North East Fife SPCA	Fife	Scotland
Number of Enterprises March 2021	1,760	1,970	1,820	1,620	2,465	9,535	175,400
Percentage of Fife Total	18.5%	20.7%	19.1%	17.0%	24.8%	-	-
Change 2020-2021	-170	-50	-85	-10	-45	-365	-2,295
Percentage Change 2020-2021	-8.8%	-2.5%	-4.5%	-0.6%	-1.9%	-3.7%	-1.3%

Change in Number of Businesses 2020-2021:

Between March 2020 and March 2021, the number of businesses in Fife fell by 365 or -3.7%. This followed a period of sustained growth since 2015. The number of businesses fell in all of Fife's SPCAs. Cowdenbeath SPCA saw the largest fall (170 businesses or -8.8%); Mid-Fife and Glenrothes had the smallest fall (10 fewer businesses or -0.6%) followed by North East Fife (45 fewer businesses or -1.9%).

The highest decrease in numbers (-350 businesses) was within the micro (0-9 employees) size band. Cowdenbeath, Dunfermline and North East Fife all saw a fall in the number of medium-sized businesses (Figure 20).

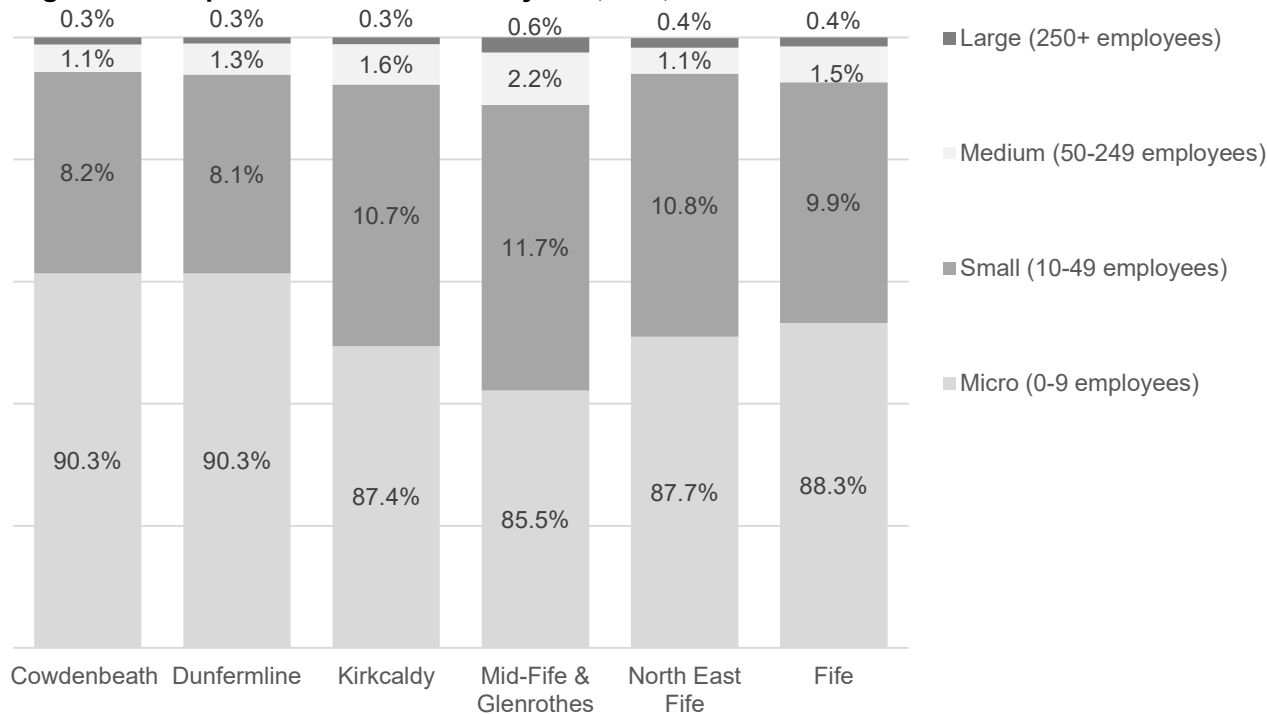
Source: ONS UK Business Counts, 2021.

Note: The number of enterprises registered for VAT and/or PAYE that were live on 12 March 2021. Does not therefore include unregistered enterprises (sole traders and partnerships) who are not VAT and/or PAYE registered. As all numbers are round to the nearest zero or 5, all zeros are not necessarily true zeros and numbers below 10 should be viewed with caution.

Figure 20: Change in the number of enterprises by Scottish Parliamentary Constituency Area (SPCA) and Size 2020-2021

	Cowdenbeath SPCA		Dunfermline SPCA		Kirkcaldy SPCA		Mid Fife & Glenrothes SPCA		North East Fife SPCA		Fife	
	2021	Change 2020-21	2021	Change 2020-21	2021	Change 2020-21	2021	Change 2020-21	2021	Change 2020-21	2021	Change 2020-21
Micro (0 to 9 employees)	1,590	-170	1,775	-50	1,590	-70	1,390	-10	2,075	-45	8,420	-350
Small (10 to 49 employees)	145	+5	160	0	195	-15	190	+5	255	+5	940	-10
Medium (50 to 249 employees)	20	-5	25	-5	30	0	35	0	25	-5	140	-10
Large (250+ employees)	5	0	5	0	5	0	10	0	10	0	35	0

Figure 21: Proportion of businesses by size, Fife, 2021



Businesses by Size:

The Mid-Fife and Glenrothes area has the highest proportions of small, medium, and large businesses followed by Kirkcaldy and North East Fife (Figure 21).

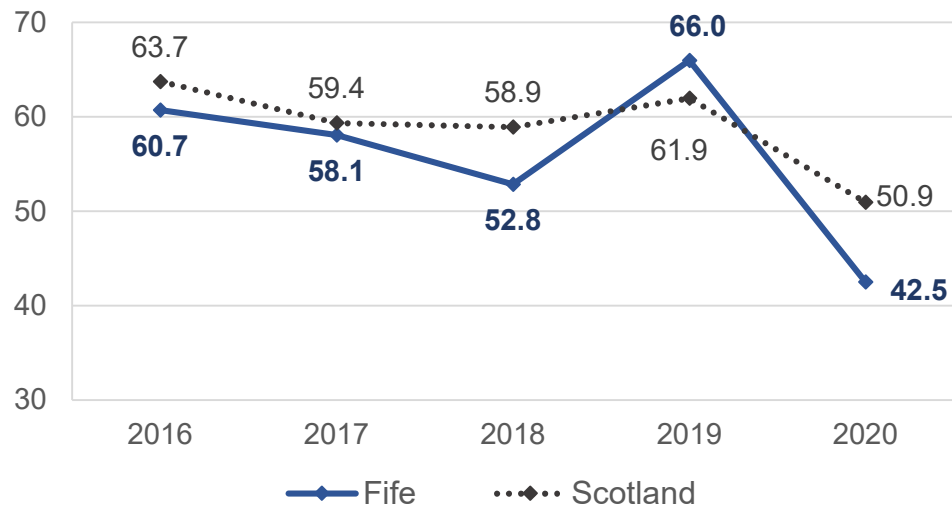
Cowdenbeath and Dunfermline have the highest proportions of micro businesses (90.3%) and smallest proportions of small and medium-sized businesses.

Source: UK Business Counts, 2021.

Note: The number of VAT and/or PAYE registered enterprises that were live on 12 March 2021. Does not therefore include unregistered enterprises (sole traders and partnerships) who are not VAT and/or PAYE registered.

Business Births

Figure 22: Business start-ups per 10,000 working age adults (16-64) 2016-2020



In 2020, both the number of new business start-ups and the business start-up rate in Fife fell.

A total of 985 new businesses started up in 2020, 545 or 35.6% fewer than in 2019 when 1,530 business start-ups were recorded – the highest number recorded in the time-series of these data (which goes back to 2009).

In Scotland as a whole, the number of business births fell by 17.9%.

Fife's start-up rate in 2020 was lower than the rate for Scotland as a whole (Figure 22).

Source: ONS Business Demography, UK (2020). Note: These figures do not include unregistered enterprises (sole traders and partnerships who are not VAT and/or PAYE registered).

Business Survival Rates

Figure 23: Survival of New Start Businesses Born in 2017

	Percentage of businesses surviving 1 year (to 2018)	Percentage of businesses surviving 2 years (to 2019)	Percentage of businesses surviving 3 years (to 2020)
Fife	91.5%	75.2%	57.4%
Scotland	89.8%	71.5%	55.9%

For each of the first three years after starting up in 2017, Fife's business survival rates were above the Scottish average.

Between 2019 and 2020, the 3-year survival rate of businesses in Fife fell from 59.2% to 57.4%.

Source: ONS Business Demography, UK (2020). Note: These figures do not include unregistered enterprises (sole traders and partnerships who are not VAT and/or PAYE registered).

Distribution of Employment

Figure 24: Number of Jobs in Fife; 2019 and 2020

	Cowdenbeath Area	City of Dunfermline	Glenrothes Area	Kirkcaldy Area	Levenmouth	North East Fife	South & West Fife	Fife
September 2019	8,000	29,000	25,000	22,000	10,000	23,000	17,000	138,000
September 2020	8,000	27,000	25,000	23,000	9,000	22,000	16,000	133,000
% change 2019-2020	0.0%	-6.9%	0.0%	+4.5%	-10.0%	-4.5%	-5.9%	-3.6%

Change in Number of Jobs 2019 and 2020:

Fife was one of 23 Scottish Local Authorities which saw an overall fall in jobs (down 5,000 or -3.6%) between September 2019 and September 2020. Scotland as a whole saw a 2.2% decrease.

Within Fife, Dunfermline saw the largest decrease in the number of jobs (down by 2,000 or -6.9%) whilst Levenmouth saw the largest proportionate decrease (down by 1,000 or -10.0%). Decreases were also seen in North East Fife (-1,000 or -4.5%) and South & West Fife (-1,000 or -5.9%), while the Kirkcaldy area saw a 4.5% increase in jobs and the number of jobs remained unchanged in Cowdenbeath and Glenrothes (Figure 24).

Employment by Sector:

North East Fife has the highest proportion of jobs in Education and Accommodation & Food Services (34.6% and 33.3% of Fife's jobs respectively) (Figure 25).

63.6% of all employment in Public Administration & Defence Activities in Fife is located in the Glenrothes area.

Three quarters of Fife's jobs in Agriculture, Forestry & Fishing* are located in Levenmouth.

Three quarters of all employment in Financial & Insurance activities in Fife is located in Dunfermline, along with half of Fife's jobs in the Information & Communication sector.

Nearly a third (31.6%) of people in Fife working in the Human Health & Social Work Activities sector are employed in Kirkcaldy.

Source: ONS Business Register & Employment Survey.

Note: * excludes farm agriculture. Employment estimates include employees plus the number of working owners who receive a share of the profits but are not paid via PAYE. They do not however include those who are self-employed operating below the VAT threshold with no employees. The level of rounding applied varies by estimate, so zeros may not be true zeros and the data may not add up to the totals shown.

Figure 25: Employment by Sector, Fife 2020

Sector	Cowdenbeath Area	Dunfermline	Glenrothes Area	Kirkcaldy Area	Levenmouth	North East Fife	South & West Fife	Fife
A: Agriculture, forestry & fishing*	10	10	30	20	600	75	45	790
B: Mining and quarrying	0	0	50	20	0	75	30	200
C: Manufacturing	1,000	1,500	4,000	1,250	1,750	1,000	3,000	14,000
D: Electricity, gas, steam & air conditioning	30	10	125	0	0	40	150	400
E: Water supply; sewerage, waste mgmt	25	400	150	75	15	75	200	900
F: Construction	500	1,000	700	1,500	350	1,000	1,250	7,000
G: Wholesale & Retail Trade; Vehicle Repair	1,250	4,500	3,000	4,500	1,250	4,000	2,000	21,000
H: Transportation & Storage	600	2,000	600	1,250	800	500	900	7,000
I: Accommodation & Food Services	350	1,500	1,000	1,250	450	3,000	800	9,000
J: Information & Communication	75	2,250	200	600	35	225	900	4,500
K: Financial & Insurance Services	25	2,250	125	175	40	75	350	3,000
L: Real estate activities	100	250	350	175	75	300	100	1,250
M: Professional, scientific & technical	250	2,000	700	1,250	350	900	1,500	7,000
N: Administrative & support services	250	1,500	700	1,000	400	1,000	900	6,000
O: Public Admin, Defence; Social Security	600	900	7,000	1,000	175	500	800	11,000
P: Education	1,000	2,250	1,500	1,750	900	4,500	1,000	13,000
Q: Human health & social work activities	1,250	4,000	3,000	6,000	1,750	2,500	1,000	19,000
R: Arts, entertainment & recreation	250	450	350	450	175	900	250	3,000
S: Other service activities	175	600	700	400	200	700	350	3,000
Total Employment*	8,000	27,000	25,000	23,000	9,000	22,000	16,000	130,000

Support to Businesses

Figure 26: Financial Support Given to Businesses in Fife, 2020/21

	Cowdenbeath Area	Dunfermline	Glenrothes Area	Kirkcaldy Area	Levenmouth	North East Fife	South & West Fife	Fife
Number of businesses supported	3	13	17	16	5	35	7	96
Value of financial support	£17,000	£20,136	£52,000	£46,000	£5,500	£96,530	£19,500	£256,666
Jobs created as a result of financial support	12	3	17	22	1	53	5	113

Source: Fife Council Economic Development.

Figure 27: Number of Business Start-Ups supported by Business Gateway Fife, 2020/21

	Cowdenbeath Area	Dunfermline	Glenrothes Area	Kirkcaldy Area	Levenmouth	North East Fife	South & West Fife	Fife
No. of businesses receiving Expert Help	10	21	11	17	3	16	7	85
No. of businesses accessing business growth services	0	10	5	9	1	5	5	35
No. of Business Gateway-supported start-ups	60	73	93	85	36	101	70	518
No. of jobs created from Business Gateway	66	80	119	128	49	144	90	676
Turnover generated	£1,544,500	£1,963,500	£3,528,800	£3,444,000	£985,000	£5,683,920	£2,756,000	£19,905,720

Source: Business Gateway Fife.

Support to Businesses:

£256,666 of financial support was given to 96 Fife businesses by Fife Council in 2020/21, support which created 113 jobs (Figure 26). Nearly half (46.9%) of the jobs created were in North East Fife.

Business Gateway Fife supported 518 new business start-ups in 2020/21, helping to create over 676 jobs (Figure 27).

Fife Council and Business Gateway Fife also approved over 6,000 applications to - and paid out over £73 million in grants from - the Scottish Government's Coronavirus Business Support Funds.

Other Activity:

More than 20 online events were held during this year's **Fife Business Week** from November 1 to 5, attracting 900 registrations from businesses. Among the sessions which proved popular were one by MakeUK about how to engage with the defence sector; a Meet the Buyer event and employment law FAQs for employers. The Meet the Buyer event gave insights to the opportunities for businesses to participate in major programmes like the £200 million Dunfermline Learning Campus project and the £70 million Levenmouth Rail Link project. Hosted by Fife Council's Economic Development and Business Gateway teams under the InvestFife brand, Fife Business Week is designed to support businesses to succeed and flourish.

In April, **Business Gateway Fife** launched a new campaign highlighting the opportunities for people looking to start their own businesses through a series of advertising messages on Fife Council's fleet of refuse collection lorries.

Although there were fewer trade shows due to Covid restrictions, the **Trade Development Programme** supported learning visits to the SubCon Show in Birmingham – the UK's only national subcontracting, advanced manufacturing and technology exhibition - and Turing Fest 2021. Food and drink companies were also assisted to attend virtual shows including Tay Cities EXPO, Scotland's Speciality Food 2021, the Tea Expo Conference in the USA, Taste of Grampian and the Bread & Jam Festival. Videos showcasing Fife food and drink businesses have been produced for use at trade shows and on social media. One film, showcasing Fife's sustainable farming practices, was launched at COP26.

Support was given to the Fife Food network, **Food From Fife**, to create videos promoting careers within the food and drink sector to High School pupils. **A vision for the Food & Drink sector** is being developed in conjunction with the Fife Environmental Partnership which focuses on enabling the sector's transition to net zero through improving local supply chains and supporting food producers and suppliers to create a local food economy.

Businesses have been supported to **upskill and better understand Fife Council's procurement requirements** through virtual Supplier Development Programme events. A cross-border local authority group was formed to look at joint PR and events to help businesses access new markets in the Tayside and Fife area.

Fife College and Fife Council Economic Development launched '**Construction Fife – Skills Innovation**', a programme of growth support and online training courses for Fife's construction companies to enable them to take advantage of opportunities that will come about through Scotland's transition to net zero.

A five-week training programme was delivered to help **young entrepreneurs** start up and expand their businesses.

Vacant & Derelict Land

Figure 28: Extent of Vacant & Derelict Land 2020

Area Committee	Derelict Land (ha)	Vacant Land (ha)	Total Amount of Vacant & Derelict Land (ha)	Proportion of Fife's total Vacant & Derelict Land
Cowdenbeath	43.8	9.0	52.8	7.2%
Dunfermline	8.2	4.3	12.6	1.7%
Glenrothes	109.6	15.3	124.8	17.1%
Kirkcaldy	13.0	33.4	46.3	6.3%
Levenmouth	62.9	10.6	73.6	10.1%
North East Fife	59.6	10.4	70.0	9.6%
South and West Fife	307.0	43.3	350.2	48.0%
Total Fife	604.0	126.3	730.4	100.0%

Source: Fife Council Vacant & Derelict Land Audit 2020 (published 15 June 2021).

In 2020, there were 222 vacant & derelict land (VDL) sites across Fife amounting to 730.37 hectares, 4.8 hectares more than in 2019.

Since 2015/16, Fife Council has been one of five local authorities to receive funding from the Scottish Government's Vacant & Derelict Land Fund (VDLF); in 2021/22, Fife was allocated £1.451 million from the fund. The following are a selection of current/proposed projects supported by the fund:

- Ground remediation/preparation works at the east of the Eden Campus in Guardbridge for the installation of a solar photovoltaic array.
- Making the former Flax Mill at Silverburn Country Park, Levenmouth, wind and watertight.
- Industrial estate regeneration at Hillend (Dalgety Bay), Muiredge and Mountfleurie (Levenmouth), Queensway (Glenrothes) and The Avenue (Lochgelly).
- Site remediation and preparation works for the oil and gas decommissioning facility at Energy Park Fife now being operated by Cesscon Decom Ltd.
- Mixed-use affordable housing and commercial developments in town centre sites in Cupar, Cowdenbeath and Lochgelly (in partnership with Kingdom Housing and Ore Valley Housing Associations).
- The acquisition and remediation of a former Waste Transfer Site in Kirkcaldy.
- The implementation of Climate Plan Fife and its associated Sustainable Energy Action Plan (SECAP).

Fife i3 Programme (Edinburgh & South East of Scotland City Region Deal)

Figure 29: Fife i3 Programme Investment Status 2020/21

Area Committee	Sites	Status at November 2021	Tranche 2 (2022-25) Sites	Expected Completion
Cowdenbeath	The Avenue, Lochgelly	Statutory Consents obtained. Site Servicing to be completed during Q1 2022/23.	Enterprise Hub, Cowdenbeath	2024/25
Dunfermline	Fife Interchange, Dunfermline (Site Servicing)	Statutory Consents obtained. Site Servicing completed during 2021/22.	Fife Interchange, Dunfermline (new units)	2024/25
Glenrothes	Queensway Industrial Estate, Glenrothes	New build completed. Units being marketed with majority now let.	Queensway Industrial Estate (refurbishment)	2022/23
Kirkcaldy	Dunnikier Business Park, Kirkcaldy	Construction Contract let; new units completed November 2021. Marketing underway, strong demand.	John Smith Business Park (new units)	2024/25
Levenmouth	Levenmouth Business Park	Utility work being carried out.	Levenmouth Business Park (new units)	2024/25
South and West Fife	Hillend and Donibristle Industrial Estates, Dalgety Bay	Site Acquisition completed.(Site R) Statutory consents, contract let for new build units on Site W in 2021/22	Site W New Build Site B: Site Acquisition & Servicing Site R: Site Servicing	2022/23 2024/25 2024/25
North East Fife (Tay Cities Region Deal)	Eden Campus, Guardbridge, University of St Andrews	Statutory consents process underway for first buildings.	Refurbishment of roadside buildings; includes Enterprise Hub	2024/25

Note: There is a third tranche of activity for this investment programme from 2025/2028; these projects are not included as they are subject to approval for the Full Business Case in 2024/25.

Fife's ten-year £48.5 million Industrial Innovation Investment (i3) Programme funded by the Edinburgh and South East Scotland City Region Deal, is delivering new industrial, office and business space and serviced employment sites in key locations in Mid and South Fife (Figure 29).

The University of St Andrews' Eden Campus in Guardbridge is being developed as part of the Tay Cities Region Deal

Town Centres

Figure 30: Town Centre Vacancy rates, April 2021

Area Committee	Town Centre	% of Vacant Units	% of Vacant Floor Space
Cowdenbeath Area	Cowdenbeath	21.8%	18.4%
	Lochgelly	17.7%	20.9%
Dunfermline Area	Dunfermline	20.8%	28.1%
Glenrothes Area	Glenrothes	23.4%	26.5%
Kirkcaldy Area	Kirkcaldy	28.8%	35.3%
	Burntisland	10.2%	12.0%
Levenmouth	Leven	20.1%	22.6%
North East Fife	Anstruther	14.3%	18.1%
	Cupar	13.9%	15.8%
	St Andrews	11.3%	11.7%
South & West Fife Area	Inverkeithing	9.4%	12.0%
	Kincardine	16.7%	36.4%

St Andrews and Inverkeithing have the lowest vacancy rates of Fife's main town centres (Figure 30).

The highest vacancy rates are found in Kirkcaldy and Kincardine (the latter in terms of the proportion of vacant floorspace).

Whilst Dunfermline, Glenrothes, Kirkcaldy, Leven, Anstruther, St Andrews and Inverkeithing saw the proportion of vacant units rise between 2019 and 2021 (Figure 30), Cowdenbeath, Lochgelly, Burntisland, Cupar and Kincardine all saw vacancy rates fall.

Source: Experian GOAD Data (Fife Council).

Figure 31: Percentage of vacant town centre units 2019-2021

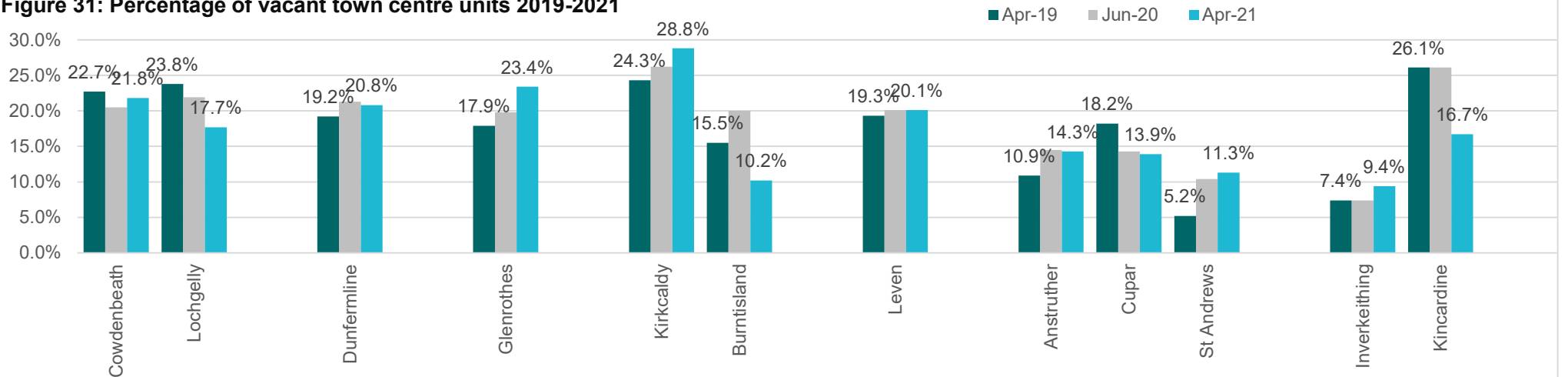


Figure 32: Grants awarded to businesses through the Town Centre Business Improvement Grant Scheme 2020/21 and 2021/22

Grant Funding Allocation	Cowdenbeath Area	Dunfermline Area	Glenrothes Area	Kirkcaldy Area	Levenmouth Area	North East Fife	South & West Fife	Fife
Number of grant awards committed by 31 March 2021	9	5	1	10	1	7	0	33
Total value of grant funding awarded by 30 Sept 2021	£59,713	£24,191	£7,312	£72,979	£6,699	£29,665	0	£200,560

Source: Fife Council Business & Employability Service.

Note: In line with Scottish Government Town Centre Capital Funding requirements, Fife Council Town Centre Business Improvement Grant funding required awards to be legally committed by 31 March 2021. The Scottish Government allocation of grant funding thereby required to be spent by 30 September 2021, with a supplementary Fife Council budget allocation providing a degree of flexibility in project expenditure through to 31 March 2022. As a result, grant funding expenditure has taken place across both the 2020/21 and 2021/22 financial years.

It should also be noted that in 2020/21, grants were only available to businesses located in Cowdenbeath, Cupar, Dunfermline, Glenrothes, Kirkcaldy, Leven, Lochgelly and St Andrews.

In 2021/22, the eligibility criteria were changed to include businesses in smaller town centres.

Town Centre Activity:

- Between 2019 and 2021, Fife received £5.895m from the Scottish Government's Town Centre Capital Fund. 14 of the 17 projects supported by the fund are now complete:
 - Fife-wide Town Centre Building Improvement Grant Scheme (£266,543 of grants were awarded to town centre businesses in 2020/21(Figure 32)).
 - The purchase and demolition of the former DSS building in Cowdenbeath town centre.
 - Creation of an Enterprise Hub in a vacant council building in Maygate Exchange, Dunfermline.
 - Renovation of Abbot House in Dunfermline.
 - Public realm improvements to Inverkeithing South Gateway.
 - Upgrades to pedestrian and cycling signage and routeways in Glenrothes.
 - Development of key sites within Glenrothes town centre.
 - Public realm, gateway, and car parking improvements in Kirkcaldy.
 - The reconstruction of The Posting steps and ramp in Kirkcaldy.
 - Support to the Kirkcaldy Waterfront project, including viewing platforms and art lighting.
 - Acquisition of vacant buildings in Kirkcaldy's Merchants Quarter.
 - Purchase and redevelopment by BRAG of the former WH Smith building in Leven.
 - Upgrades to cycle routes and pedestrian areas in Leven.
 - Creation of a town house square in Lochgelly.

Town Centre Activity (continued):

The remaining 3, which were delayed due to issues outwith programme control, are still in progress having received an extension from the Scottish Government:

- Renovation of Cowdenbeath Town House.
 - Redevelopment of Cupar Inner Court / Bonnygate.
 - Enhancement of Kirkcaldy Adam Smith Theatre auditorium.
- Fife Council supported the rollout of the new **Scotland Loves Local Fife Card**, one of 32 Gift Cards unique to each region of Scotland. The scheme is being delivered by Scotland's Town Partnership and the first year of costs are being met by the Scottish Government as part of its £10m support for Scotland Loves Local.
 - Fife Council is applying for **city status for Dunfermline and St Andrews** as part of the competition launched by the UK Government to mark the Queen's Platinum Jubilee.
 - Businesses voted to renew **BID St Andrews** for a second 5-year term (2021-2026) in July. In November the BID company carried out a TV marketing campaign advertising St Andrews as a day trip, short break and holiday destination to Scottish viewers.
 - A working group was set up by Fife Council to improve **Dunfermline town centre**. The Place Leadership Group will look at improving roads, pavements and seating to reverse the impact of the pandemic.
 - Designs for the **Dunfermline High Street Gap Site** were agreed by the City of Dunfermline Area Committee. The proposed £1.3 million project will see the development of green and performance space, a new setting for the historic Mercat Cross and a community/enterprise hub.
 - Dunfermline Butcher **Bryan Beveridge** won the High Street Hero Award at the inaugural Scotland Loves Local Awards in November.
 - 44 Burntisland traders signed up for this autumn's **Fiver Fest** organised by traders' group 'Totally Local'. The event took place between 9 and 23 October with shops in the town offering deals on goods and services for just £5. It followed a similar successful event in June.
 - Kirkcaldy's community interest company **Love Oor Lang Toun** launched a new project - The Future is Now - looking at some of the High Street's large empty units and consulting on their future use. The group has employed a development manager and communications and engagement officer with funding from the Crown Estates and Fife Council.
 - A digital loyalty rewards programme - **MiRewards Kirkcaldy or Kirkcaldy rewards** - was launched. The programme rewards shoppers with 1 digital reward point for every £1 they spend in participating businesses across the town centre and works alongside the Kirkcaldy Gift Card.
 - **Fife Department Store** opened in the former Debenham's shop in Kirkcaldy High Street following the sudden closure of the 15-17 concession store.
 - Phase one of the development of **Kirkcaldy Waterfront** was completed with the installation of new lighting. Phase 2 is temporarily on hold, but work will now start on implementing Phase 3 aimed at making more use of the promenade and improving its links to the town centre.

Tourism

Figure 33: Volume and Value of Tourism, Jan-Dec 2020

	St Andrews	Dunfermline Area	Kirkcaldy and Mid Fife	NE Fife (exc. St Andrews)	Fife
Visitor days	453,700	544,600	722,300	600,700	2.32m
% change in visitor days 2019-2020	-61.8%	-65.6%	-59.0%	-54.8%	-60.4%
Economic impact (direct, indirect & induced)	£41.17m	£31.32m	£34.27m	£34.08m	£140.84m
% change in economic impact 2019-2020	-61.6%	-65.1%	-60.9%	-53.1%	-60.6%
Number of jobs supported (FTEs)	710	635	661	807	2,812
% change in number of jobs supported 2019-2020	-47.8%	-54.8%	-50.4%	-42.0%	-48.7%

Source: STEAM Tourism Economic Impacts Fife 2020, Global Tourism Solutions (UK) Ltd.

Note: The areas relate to Fife's Local Tourist Associations (LTAs) as follows: St Andrews=St Andrews LTA; NE Fife=Cupar & North Fife & East Neuk LTAs; Kirkcaldy & Mid Fife=Levenmouth and Heartlands of Fife LTAs; Dunfermline Area=Dunfermline & West Fife LTA. Figures are not available at a lower level than these four areas.

Figure 34: Volume and Value of Tourism, Jan-Jun 2021

	St Andrews	Dunfermline Area	Kirkcaldy and Mid Fife	NE Fife (exc. St Andrews)	Fife
Visitor numbers	219,770	269,480	346,100	270,030	1.105m
% change in visitor numbers 2020-2021	+34.3%	+39.1%	+2.8%	+23.6%	+21.1%
Economic impact (direct, indirect & induced)	£17.43m	£14.17m	£16.28m	£15.02m	£62.91m
% change in economic impact 2020-2021	+20.7%	+55.1%	+40.5%	+27.9%	+34.1%
Number of jobs supported (FTEs)	650	584	623	752	2,610
% change in number of jobs supported 2020-2021	+19.3%	+38.0%	+28.1%	+20.1%	+25.4%

Source: Interim Draft STEAM Report for Fife January-June 2021- Global Tourism Solutions (UK) Ltd.

Note: The areas relate to Fife's Local Tourist Associations (LTAs) as follows: St Andrews=St Andrews LTA; NE Fife=Cupar & North Fife & East Neuk LTAs; Kirkcaldy & Mid Fife=Levenmouth and Heartlands of Fife LTAs; Dunfermline Area=Dunfermline & West Fife LTA. Figures are not available at a lower level than these four areas.

Volume and Value of Tourism:

- By 2019, the annual value of tourism activity had grown steadily since 2009 to £366.68m. In 2020 tourism activity in Fife was substantially affected by the travel restrictions imposed as a result of the Covid-19 pandemic. It is estimated that the number of visitor days spent in the region fell by 60.4% (from 5.86m in 2019 to 2.32m in 2020) and the economic impact by -60.6% to £140.84m. The Dunfermline Area and St Andrews saw the largest proportionate decreases in visitor days and economic impact (Figure 33).
- The expenditure and activity of visitors to Fife supported a total of 2,812 Full-Time Equivalent (FTE) jobs in 2020, 48.7% fewer than in 2019 (5,487). These figures do not include FTEs supported by the furlough scheme which was an important support mechanism for the visitor economy during the pandemic. Survey data for UK visitor destinations suggest relatively low incidences of redundancy during 2020 due to the furlough scheme.
- Between January and June 2021, as a result of restrictions easing, Fife saw the number of visitor days spent in the region increase by 21.1%, while the economic impact and number of jobs supported rose by 34.1% and 25.4% respectively (Figure 34)
- The largest increases in visitor days were amongst people staying in non-serviced accommodation (+70.6%). The number of visitor days spent staying with friends and relatives fell by 6.3%.
- The Dunfermline Area saw the greatest rate of recovery in the first 6 months of 2021. Kirkcaldy saw the second highest increase in economic impact and jobs supported; it only saw a small increase in the number of its visitor days, due to a 30% drop in the number of people staying with friends and relatives.

Fife Tourism Activity:

- Fife Council continued its delivery and review of the **COVID-19 Tourism & Events Strategy Action Plan**, which was agreed by the Fife Tourism Partnership Executive Board and Local Tourist Association Chairs in January 2021. The post-Covid reliance on the domestic tourism market and day trips has meant that messaging was targeted at the Scottish/low drivetime market. As restrictions eased, traditional 'honey-pot' destinations became busy, so market messaging was focused on encouraging people to visit to quieter, lesser-known locations.
- New digital content was created, including a **series of 8 podcasts and 4 'Welcome to our Home' videos** showcasing the region, businesses and promoting key themes. To date, there have been 3,944 downloads of the podcasts and over 94,000 views of the films on Facebook alone. Marketing activity commissioned from VisitScotland included social media campaigns targeting UK audience, as well as online editorial features in Woman & Home, BBC History and Countryfile.
- The **Festival of Golf** was delivered by Visit Fife Golf from April to October 2021, with support from the Council.
- Fife Council and the Fife Coast and Countryside Trust secured £375,000 from the Rural Tourism Infrastructure Fund towards the **Fife Outdoor Tourism Infrastructure Programme**. The £1m project comprises a rolling programme of works, designed in consultation with communities, to provide a network of parking, toilets, interpretation and renewable energy points for EV and EB charging for campervans and motorhomes along the Fife Coastal Path and Fife Pilgrim Way.

Fife Tourism Activity (continued):

- The East Neuk Local Tourist Association developed the **East Neuk Now app**, with support from Fife Council.
- Two Fife projects were awarded VisitScotland Destination & Sector Marketing funding - **Food in Fife's food & drink trail along the Fife Coastal Path** and **Visit Fife Golf's campaign to promote both golf and non-golfing activity in the region**.
- 15 Fife beaches were awarded a 2021 **Keep Scotland Beautiful 'Scotland Beach Award'**.
- A Fife Events sub-group was set up, chaired by Amanda MacLeod of St Andrews Voices, to deliver the **Fife Events Group 2021-24 Action Plan**.
- Fife Council invested **£33,956 in the development of strategic events**, including the Fife Festival of Golf, Spook'Ore, the Adam Smith Festival of Ideas, StAnza International Poetry Festival, St Andrews Voices and the Anstruther Harbour Festival, which attracted the 10m high puppet STORM to the harbour as part of the Year of Coast and Waters celebrations.
- A **Tourism Skills Group** has been set up to look at how to promote tourism as a career of choice and bridge the current skills gap.
- Lindores Abbey Distillery was added to the **In the Footsteps of Kings augmented reality app**.
- Several tour operators attended a **virtual FAM trip** organised through UK Inbound in May 2021 which featured Teasses Estate near Leven.
- The Estuary Restaurant at **Leven Beach Holiday Park** opened after a £110,000 investment, creating seven full-time jobs.
- **The Crusoe Hotel** in Lower Largo reopened after extensive renovations.
- The **Old Course Hotel, Golf Resort and Spa** completed renovation works to add a penthouse, new guest rooms, an additional restaurant and bar and refurbished events spaces.
- **Silverburn Park Campsite** was named the best campsite in Scotland in the Corporate Livewire Prestige Awards.

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25 January 2022

Agenda Item No. 10

Settlement Trust Funds Annual Report 2020-2021

Report by: Paul Vaughan, Head of Communities and Neighbourhoods

Wards Affected: 9, 10, 11 & 12

Purpose

The purpose of this report is to advise Members of the Settlement Trusts in the area and fund activities over the financial year 2020-2021.

Recommendations

Members are asked to consider and comment on the information contained in the report for the Kirkcaldy Area Settlement Trust Funds

Resource Implications

There are no additional resource implications

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

An EqlA has not been completed and is not necessary as the report does not propose a change or revision to existing policies and practices.

Consultation

No consultation has taken place.

1.0 Background

- 1.1 Kirkcaldy area has 4 settlement trusts. These are Auchtertool Settlement Trust, Burntisland Settlement Trust, Kinghorn Settlement Trust and Kirkcaldy Settlement Trust. The trusts have a differing range of monies available annually from £50 in the Auchtertool settlement trust to £5500 in the Kirkcaldy Settlement Trust.
- 1.2 Applications to the trusts must evidence the need fits into one of the 16 key criteria. These include prevention of poverty, advancement of education and promotion of equality.

2.0 Position at end of financial year 2020-21

- 2.1 A total of 20 applications to the settlement trusts were received and approved. Funds of £3896 were distributed. The table below shows the various trusts, amounts available and spend.

Settlement Trust Area	Amount (£) available Apr 2020	Amount (£) remaining Mar 21	No of applications received and approved
Auchtertool	50	50	0
Burntisland	350	350	0
Kinghorn	700	-130	2
Kirkcaldy	5500	2434	18

- 2.2 The reasons for applications were wide and varied but most applications were for the Prevention of Poverty.
- 2.3 Three applications were made for financial support to purchase birth certificates. These were used to provide evidence of identity for those applying for benefits. Without the appropriate identification the benefit applications would not be progressed. Two requests were received to purchase mobile phones and top ups. Not being able to communicate with the job centre and their work coaches could have put these applicants at risk of being sanctioned. Other requests were for white goods and other household necessities such as a bed and mattress.
- 2.4 Only 57% of the available funds were used this year, this is lower than previous years where around 80% of the settlement trust monies are allocated. One reason for this could be the covid mitigation monies that were readily available and prevented the need to apply to the settlement trust. This current financial year (21/22) the percentage of monies allocated has already surpassed last year.

3.0 Conclusions

- 3.1 This report is intended to give Members greater information on the Kirkcaldy, Burntisland, Kinghorn & Auchtertool Settlement Trust Funds.

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