

Wednesday, 2nd December, 2020 - 9.30 a.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 in particular items on the agenda and the nature of the interest(s) at this stage.
3. **MINUTE OF LEVENMOUTH AREA COMMITTEE OF 21ST OCTOBER 2020** 3 – 6
4. **SUPPORTING THE LEVENMOUTH PLAN – PUMP TRACK KENNOWAY DETAILED DESIGN FUNDING** – Report by the Head of Communities & Neighbourhoods 7 - 13
5. **LEVENMOUTH CONNECTIVITY PROJECT - DETAILED PATH DESIGN PROPOSALS** – Joint Report by the Head of Assets, Transportation and Environment and the Head of Communities & Neighbourhoods 14 - 39
6. **LEVENMOUTH RECONNECTED PROGRAMME UPDATE** – Joint Report by the Head of Assets, Transportation and Environment and the Head of Communities & Neighbourhoods 40 - 64
7. **COMMON GOOD FUNDS ANNUAL REPORT 2019-2020** – Report by the Executive Director - Finance & Corporate Services 65 - 73
8. **AREA CAPITAL UPDATE REPORT 2020-2021** – Report by the Executive Director - Finance & Corporate Services 74 - 77
9. **STREET NAMING AND NUMBERING CONSULTATION - KIRKLAND PARADE** – Report by the Head of Business and Employability 78 - 81
10. **STREET NAMING AND NUMBERING CONSULTATION - STEELWORKS PLACE** – Report by the Head of Business and Employability 82 - 85
11. **STREET NAMING AND NUMBERING CONSULTATION - CRUSOE COURT** – Report by the Head of Business and Employability 86 - 89
12. **PROPERTY TRANSACTIONS** – Report by the Head of Assets, Transportation and Environment 90 - 91
13. **FORWARD WORK PROGRAMME** 92 - 94

NOTE FOR MEMBERS AND RELEVANT OFFICERS

Please note following the conclusion of the formal Committee business there will be two short sessions providing the following presentation for Member.

2021-22 Area Road Programme – Carriageway and Footway Schemes by Neil Warson, Roads and Lighting Asset Management Lead Consultant, Road and Transportation Services

An Overview of the Levenmouth Estate – Presentation by Andrew Stokes, Programme Manager (Communities) and Alan Johnston, Project Manager (Communities), Communities and Neighbourhoods Service.

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

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

Fife House
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25 November, 2020

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THE FIFE COUNCIL - LEVENMOUTH AREA COMMITTEE – REMOTE MEETING

21st October, 2020

9.30 a.m. – 11.00 a.m.

PRESENT: Councillors Ken Caldwell (Convener), David Alexander, Colin Davidson, David Graham, John OBrien, Graham Ritchie, Ryan Smart and Alistair Suttie

ATTENDING: Colin Stirling, Lead Consultant, Traffic Management (North-Fife), Assets, Transportation and Environment; David Paterson, Community Manager (Levenmouth); Sarah Johnston, Access Officer, Communities and Neighbourhoods; David Thomson-CRM, Customer Experience Lead Officer / SPSO Liaison Officer, Customer and Online Services; Peter Nicol, Housing Manager - Levenmouth, Housing Services; Michelle Hyslop, Committee Officer, (Minute) and Diane Barnet, Committee Officer (Observer), Legal and Democratic Services

207. DECLARATIONS OF INTEREST

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

208. MINUTE OF LEVENMOUTH AREA COMMITTEE MEETING OF 9TH SEPTEMBER, 2020

The Committee considered the minute of the meeting of the Levenmouth Area Committee of 9th September, 2020.

Decision

The Committee agreed to approve the minute.

209. SUPPORTING THE LEVENMOUTH PLAN - COMMUNITY TRADE HUB FUNDING, YOUNG START, YEAR 2

The Committee considered a report by the Head of Communities and Neighbourhoods seeking approval for a contribution of £24,000 from the anti-poverty budget, for year 2 of a joint sponsored project involving the Community Trade Hub in Buckhaven. The joint sponsor in this case was the National Lottery, Young Start Fund.

Decision

The Committee agreed to allocate funding for year 2 of this joint funded initiative totaling £24,000, from the anti-poverty budget split as follows;

- January 2021 –March 2021 - £9,000
- April 2021 – January 2022 - £15,000

210./

210. AMENDMENTS TO WAITING RESTRICTIONS LEVEN TOWN CENTRE

The Committee considered a report by the Head of Assets, Transportation and Environment seeking approval to: -

- (1) amend the location of the taxi rank at Leven bus station on Branch Street, Leven;
- (2) amend “No Waiting at Any Time” restrictions around Leven bus station to adjust the restrictions to the new road layout;
- (3) extend the waiting period of “Limited Waiting” restrictions on North Street, Commercial Road, Parker Terrace, Victoria Road, Waggon Road and Scoonie Road (at Scoonie Terrace), Leven; and
- (4) remove the “Limited Waiting” restrictions on Shore Head, School Lane and Scoonie Road (at Gladstone Street), Leven.

Decision

The Committee, in the interests of accessibility and road safety: -

- (1) agreed to the promotion of a Traffic Regulation Order (TRO) to remove and introduce the restrictions detailed in drawing no. TRO/20/03/PROP-PART1 and TRO/20/03/PROP-PART2 with all ancillary procedures; and
- (2) authorised officers to confirm the Traffic Regulation Order within a reasonable period unless there were objections.

211. PROPOSED WAITING RESTRICTIONS - HIGH STREET, METHIL

The Committee considered a report by the Head of Assets, Transportation and Environment proposing: -

- (1) extending the time limit on the “Limited Waiting” restriction on High Street, Methil; and
- (2) revoking a historic ‘No Waiting and Limited Loading’ restriction on High Street, Methil and replacing it with a ‘No Waiting at any Time’ restriction.

Decision

The Committee in the interests of accessibility and road safety:-

- (1) agreed to the promotion of a Traffic Regulation Order (TRO) to introduce the restrictions detailed in drawing nos. TRO/20/06 with all ancillary procedures; and
- (2) authorised officers to confirm the Traffic Regulation Order within a reasonable period unless there were objections.

212./

212. PUBLIC RIGHT OF WAY DIVERSION, DUNBARNIE LINKS, DRUMELDRIE FIFE

The Committee considered a report by the Head of Communities and Neighbourhoods seeking approval for a diversion of public right of way FN702 at Dunbarnie Links.

Decision

The Committee approved the proposed diversion of the public right of way under section 35 of the Countryside (Scotland) Act 1967, subject to the advised correction to the width of public right of way detailed in the report to 3 metres

213. COMPLAINTS UPDATE ANNUAL REPORT

The Committee considered and scrutinised a report by the Executive Director, Communities providing an overview of complaints received relating to the Levenmouth area for the year, from 1st April, 2019 to 31st March, 2020.

Decision

The Committee: -

- (1) noted the content of the report on complaints received; and
- (2) acknowledged the decrease in complaints responded to in target timescales and the proportionality of Service complaints

214. LEVENMOUTH AREA HOUSING SERVICES PERFORMANCE UPDATE

The Committee considered and scrutinised a report by the Head of Housing Services, providing the latest progress update on the Levenmouth Area Housing Plan outcomes for the period up to 31st August, 2020 and originally approved by this Committee on 15th November, 2017.

The revised plan for 2021 / 2023 will be presented at Committee once there has been the opportunity to consult on future priorities for the Levenmouth area, in line with the Levenmouth Local Community Plan and the Local Housing Strategy (2020-22).

Decision

The Committee noted the content of the report and the progress made with the Area Housing Plan and its outcomes.

215./

215. SETTLEMENT TRUSTS - ANNUAL UPDATE ON EXPENDITURE AND FUNDS 2019/20

The Committee considered a report by the Head of Communities and Neighbourhoods providing a position on the expenditure relating to the Settlement Trusts in the Levenmouth area and also providing a Fife wide statement of funds held in both capital and revenue accounts as at April, 2020.

Decision

The Committee noted:-

- (1) the expenditure statement for the financial year 2019/20 as detailed in Appendix 1 of the report;
- (2) the funds available at the year-end relating to amounts held as interest in revenue and as capital;
- (3) the detail of the projects supported by the disbursement of the funds outlined in the report; and
- (4) the acceptable use for this funding as detailed in Appendix 2 of the report.

216. 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 report.

217. LEVENMOUTH AREA COMMITTEE FORWARD WORK PROGRAMME

Decision

The Committee noted the forward work programme.

2nd December 2020

Agenda Item No. 04

Supporting the Levenmouth Plan – Pump track Kennoway Detailed Design Funding

Report by: Paul Vaughan, Head of Communities and Neighbourhoods

Wards Affected: Ward 21,22

Purpose

The purpose of this report is to seek agreement from the Area Committee for a contribution from the Local Community Planning Budget (LCPB) OF £10,000 to allow progression of the detailed design element for the pump track proposal, which will be sited adjacent to the Sandybrae Centre Kennoway.

Recommendation(s)

The Committee is asked to agree a total contribution of £10,000 to allow the progression of design work on the pump track Kennoway. This funding will cover

- A full engagement process to support the detailed design element of this project.
- A full engineering assessment of the site.
- The completion of detailed design drawings and the completion of a full cost specification.
- Submission of Planning applications.

Resource Implications

Approval of this funding will reduce the LCPB or Area Capital Budget by £10,000.

The purpose of this report is to seek agreement from the Area Committee for a contribution from the Local Community Planning Budget (LCPB) of £10,000 to allow progression of the detailed design element for the pump track proposal Kennoway.

Legal & Risk Implications

There are no legal implications inherent in this report. Risk management issues will be addressed should the project progress to construction by the successful contractor.

Policy & Impact Assessment

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

Consultation

Elected members are aware of this project, and discussions have also taken place with Kennoway Community Council. The project is also supported by the Sandybrae Community Centre Management Committee.

A significant consultation has also been carried out with young people in and around Kennoway. This has shown considerable support for this proposal. Specific consultation was carried out with Kennoway Primary School in May 2019. Other consultations with young people have also been carried out and are highlighted further in the report.

The Cycling Development Officer for Fife is also aware of this proposal.

1.0 Background

- 1.1 The criteria for spend from the LCPB requires authorisation from Area Committee before amounts of over £5,000 can be committed.
- 1.2 This report is to seek agreement from this Area Committee for a contribution from the Local Community Planning Budget, or Area Capital Budget.
- 1.3 Members should be aware that a separate discussion is underway to ascertain if residual capital funding could be used for this type of work, if so, this would mitigate any impact on the revenue balance.
- 1.4 Either way this report is necessary to ensure members are happy with this proposed expenditure, allowing the release of either revenue or capital funding from locally held budgets.

2.0 Issues and Options

- 2.1 The Levenmouth Plan notes that work to improve greenspace and facilities for leisure and fitness are key to improving wellbeing. The area has invested significant sums into improvements for play areas to ensure they are stimulating and challenging places for children, ranging from toddlers to teenagers, to play and learn social skills.

- 2.2 Two large capital investments are currently underway in Levenmouth in the shape of the rail link and River Leven Connectivity Project. Both these projects have as part of their key objectives, the need to look at promoting active travel by ensuring the infrastructure and facilities are available to encourage local people to see walking, wheeling and cycling as a viable choice.
- 2.3 Discussions with Scottish Cycling representatives have also highlighted that there are significant national targets around encouraging cycling which the government are keen to see achieved. These priorities also align with statements in the current iteration of the Levenmouth Local Community Plan as well as the Health & Social Care Locality Planning Group priority focus document for the Levenmouth area.
<http://www.fifehealthandsocialcare.org/wp-content/uploads/sites/12/2018/12/Levenmouth-Agreed-Priorities-Plan-Updated-071218.pdf>
- 2.4 As part of this ambition a significant funding stream has been made available by central government through the Cycling Facilities Fund which will be based on the following objectives

Development Projects should inspire the nation to cycle:

- By providing accessible, inclusive and inspiring facilities that enable and encourage people to engage with cycling in all its forms, regardless of their background, gender, age, ethnicity or ability.
 - By helping to grow and develop club and community cycling.
 - By providing multi-discipline hub facilities with safe coaching and skills development areas that support the growth and development of cycling clubs and hubs.
 - By growing and developing local and regional event opportunities. By providing new or upgrading existing facilities to enable local and regional festivals, competition and events.
- 2.5 The fund also makes mention of the need to see inclusive proposals that target a growth in cycling participation, the number of clubs as well as events that attract under-represented groups including children and young people, women, people with disabilities, those from SIMD areas and those who experience other forms of exclusion.

- 2.6 The Kennoway pump track proposal fits well with the key objectives and priorities noted above, and the proposal does not overlap any other provision in the area.
- 2.7 This proposal dovetails well with current cycling provision in Fife including the strong development of off-road cycling in many parts of Fife and the Fife Cycle Park in Lochgelly, opened in May 2018.
- 2.8 The track proposed in this project will be of competition standard, and while it will cater for local groups and promote the improvement of cycling skills in Levenmouth, it will also prove to be an asset which will provide a facility for national competitions and increased visitor numbers into Levenmouth.

3.0 The Project

- 3.1 Elected members will be aware of the area chosen for this project, which is the greenspace surrounding the Sandybrae Centre in Kennoway.
- 3.2 The site is currently home to a BMX track built in the 1980's which has essentially come to the end of its life. Visits to the site by representatives of companies who build pump tracks, confirm that this site provides an excellent foundation for the overlay of a new facility.
- 3.3 We are therefore proposing to use the footprint of the current BMX track and fit onto it a new purpose-built pump track to a high specification. The area is shown for members on Appendix 1.
- 3.4 A procurement process has already been instigated to ensure that we had strong information on the potential cost to provide this track, and at this time we can advise that a preferred contractor has been identified through a formal tender.
- 3.5 The company we wish to engage with is Velo Solutions, an organisation who have a worldwide reputation for involvement in this type of project. For more details on the company members can use the following link. <https://velosolutions.com/en/>
- 3.6 Throughout 2019 consultation has been carried out to assess the appetite for a facility of this type in the area. The positive responses to this have been considerable. As well as the engagement with pupils at Kennoway Primary school as noted in the consultation section at the start of this report, over 100 young people at Levenmouth Academy stated in June 2019, that they were supportive of the installation of a pump track facility in the area and would use it if it were made available.

- 3.7 A digital consultation has also taken place via a Facebook page which has nearly 350 members. <https://www.facebook.com/groups/509283776209597>
- 3.8 The total capital cost of the project will be in the region of £157,000 once we include Scottish Power infrastructure to the site (the 10k being requested today is part of that total cost of 157k). While this is a considerable sum, we do have the distinct advantage of having the Cycling Facilities Fund available at this time which can help with up to 50% of the total cost.
- 3.9 It is likely to be the case that a separate report will come to the Area Committee in early 2021 to seek a degree of funding for the construction element (phase 2) of the project. This would be a request from the 2021/22 financial year allocation of revenue funding held in the local community planning budget. That report will also detail other funding approaches we plan to make to secure this project, via Fife Environment Trust, the Levenmouth Reconnected Programme (Blueprint), the Levenmouth Community Safety Panel, and a local crowd funding exercise that will be driven by young people in the area, under the guidance of CLD colleagues. In the interim period, other funding opportunities will be explored as and when identified.
- 3.10 The request for consideration today is only to allow progression of the final detailed design element or phase 1 of the project. The tender process only requires contractors to give an outline estimate based on meterage and a general understanding of the site issues that may need to be overcome, like drainage and suitable access arrangements.
- 3.11 The detailed design stage allows us to work with consultees with the support of the preferred contractor to clearly define the shape and nature of the circuit incorporating comments from those involved in the discussions, who will be the eventual users of the facility. Getting this input is vital to the end product being something that the users of the site feel fully invested in.
- 3.12 This period of consultation will also allow officers to tackle other issues relating to the long-term maintenance of the site, which at this juncture is hoped to be achieved through the holding of a sinking fund administered by the Sandybrae Centre Management Committee. This would allow a quick response to small scale repair issues, which if tackled timeously will head off the requirement for more involved and expensive repair work.
- 3.13 Colleagues within the Grounds Maintenance team have been engaged with at an early stage of this proposal, and are confident that currently allocated resource around litter picking and bin uplifts can be adapted around the new facility. However, we are also

keen to look at an approach to keeping the area tidy and ready to use through self-management by the user groups themselves.

- 3.14 We have shaped the agreement with Velo solutions that allows us to extend the contract should we not be successful in attracting the full funding required by summer 2021, to allow us to proceed to the construction phase. Accordingly, the expenditure on the detailed design will remain relevant and can be pulled off the shelf as a ready-made project, as soon as we can confirm full funding availability, even if that is at a later stage.

4.0 Conclusion

- 4.1 This project will make an impact on several priorities for the area, around the promotion of active travel, health and wellbeing and climate change. As noted previously it aligns with a range of priorities contained in a number of key local planning documents.

Report Contact

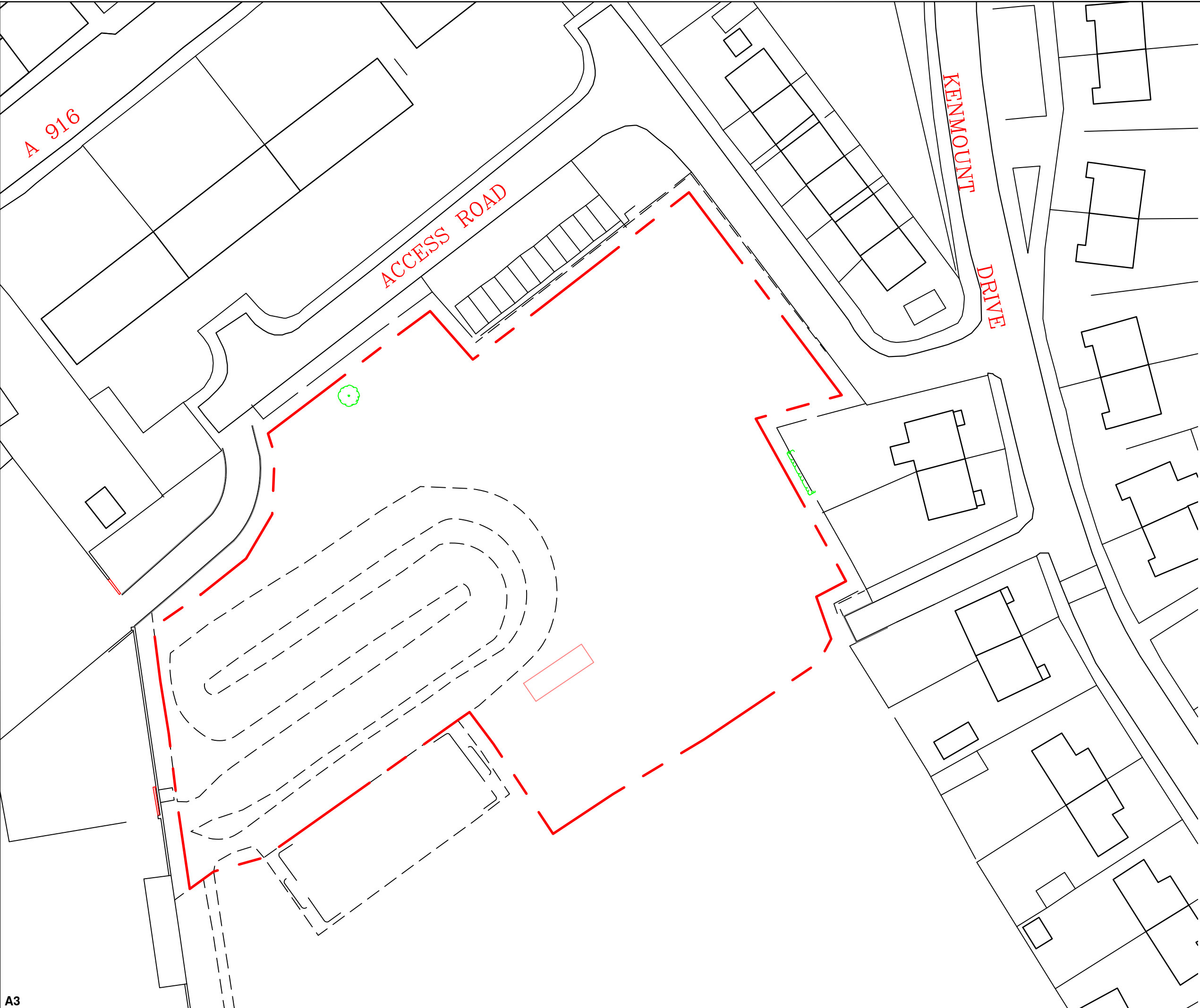
David Paterson

Community Manager (Levenmouth)

Buckhaven Burgh Chambers

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HAZARDS AND RISKS WARNING
The items listed below indicate known hazards or areas of significant risk.

This is a "new build" construction. No Asbestos Containing Materials have been specified.
Prior to commencing any ground works, refer to the site investigation report for information on any known hazardous materials present.

Rev	Date	Description	By
REVISIONS			

Drawing Status :

PRELIMINARY



**ASSET and FACILITIES MANAGEMENT SERVICES:
PROPERTY SERVICES**

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Contract Administrator :

I SIMPSON

Drawn By :	Date :	Scale :	Checked By :
ITS	OCT 19	1/500	

Property Address :

**SANDY BRAE COMMUNITY CENTRE
KENNOWAY**

Project Title :

PROPOSED PUMP TRACK

Drawing Title :

PLAN SHOWING SITE BOUNDARY

Computer Reference :

Works Request Number : **LO3450382** UPRN : **00135700**

Drawing Number : Revision :

2 December 2020

Agenda Item No. 05

Levenmouth Connectivity Project

Report by: Paul Vaughan, Head of Communities and Neighbourhoods &
Ken Gourlay, Head of Assets, Transportation & Environment

Wards Affected: 21 and 22

Purpose

This report provides an update to Committee on progress of The Leven Programme, Partnership and the emerging Levenmouth Connectivity project.

Recommendation(s)

It is recommended that Committee:

1. Notes the content of the report; and
2. Notes the update on progress of the Connectivity project and that a bid is to be presented to Transport Scotland for funding to allow detailed design of the active travel network to proceed.

Resource Implications

There are currently no direct costs for Fife Council associated with The Leven Programme and Connectivity project. To date, the work for the Connectivity and Masterplan work has been fully funded by Scottish Government via the Sustrans' Places for Everyone programme.

The conceptual design for the Connectivity project has indicated the following outline capital, maintenance and whole life costs. Note that these costs are indicative at this stage and will be refined during the next, detailed design stage:

- | | |
|---|---------------|
| ○ Capital costs (incl. 44% optimism bias) | £14M |
| ○ Annual winter maintenance costs | £50k-£100k pa |
| ○ 20 year maintenance costs | £4.3M |

The Leven Programme and Partners are looking at creative ways to help deliver the project including the financial implications of ongoing maintenance etc. There is no dedicated funding for this project and any progression would be subject to a business and a funding solution being developed by The Leven Programme.

Legal & Risk Implications

The risks of securing sufficient funding for the initial capital and ongoing revenue costs have been identified within The Leven Programme and, with partners, they are working to identify funding sources to help deliver the project.

Impact Assessment

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

Consultation

For the Leven Programme, the Community Manager (Levenmouth) has provided a range of updates and meetings with members during 2019 and 2020.

In terms of the Connectivity Project, extensive public consultation was programmed as a key part of the project development, with an initial consultation event programmed for 28 March 2020. However, given the timing of the COVID-19 pandemic and the extent of restrictions on travel and social gatherings, it has proven impractical to fully consult on the proposed network, as anticipated.

An online consultation, which was promoted through social media and The Leven Programme website, was undertaken between 16th July 2020 and 24th August 2020.

Two 'Town Hall' consultation events were held via Zoom on 20 and 21 October 2020. The feedback from participants indicated a positive attitude towards the project. Such events are acknowledged as limited in terms of demographic reach.

Extensive local community and stakeholder engagement is programmed during the development of the detailed design phase of the project, which should offer reassurance to local communities and stakeholders.

1.0 Background

- 1.1 The Sustainable Growth Agreement (SGA) – The Leven Programme Partnership is the first of its type in Scotland of multiple organisations working in partnership to achieve shared outcomes across a river catchment.

The vision of the agreement is, that by 2030, the Leven catchment will be a living, breathing example of inclusive growth, achieving environmental excellence whilst maximising social and economic opportunities.

The SGA is a voluntary, non-legally binding, formal agreement through which an organisation (or organisations) and SEPA can explore new and innovative ways to improve environmental performance and focus on practical actions that deliver environmental, social and economic success.

- 1.2 In 2019, SEPA through The Leven Programme made a successful bid to Sustrans' Places for Everyone fund to help develop the feasibility for The Leven Programme.

This initial funding bid allowed the following projects to be advanced:

1. The Levenmouth Connectivity Project
2. The River Basin Masterplan
3. Fife College Partnership
4. The Leven Green Network

This report only considers the detail of the Connectivity Project, however further reports to Committee through the Community Manager will include the detail of these projects.

1.2.1 **The Levenmouth Connectivity Project**

The Connectivity project is an inclusive growth project focused on the final 5km of the River Leven. The project will deliver environmental river improvements, develop a network of active travel paths to connect communities to and along the river and to the proposed two new railway stations and unlock opportunities on the vacant and derelict land. This is currently the partnership's priority deliverable over the next three years.

1.3 **The Leven Connectivity Project – Conceptual Design**

In 2019, SEPA and The Leven Programme developed an outline feasibility network and project brief for a transformative active travel network within the Levenmouth Area. To develop this project to concept design stage, the brief was passed to Roads & Transportation Services to administer a contract on behalf of The Leven Programme. This consists of an exemplar, high-quality active travel network over the communities 5km from the mouth of the river. In addition, the study included the network considerations to integrate with the proposed new Leven Rail Link and stations.

In February 2020, following competitive tender, the contract to develop the concept design network was awarded to Amey Consulting. A working group of officers from SEPA, Sustrans, IGLU Studio landscape architects, Fife Council's Communities and Neighbourhoods, and Roads & Transportation Services worked with Amey to help develop the network.

Development of the Connectivity Project has been undertaken concurrently with the Master planning work for the Riverside Park project which IGLU Studio landscape architects with SEPA, have been developing for The Leven Programme.

Sustrans Funding

In terms of Sustrans' funding criteria, the Leven Connectivity project, because of its scale, is designated as a Category 4 project. (Category 4 projects are likely to be multi-million-pound projects in population centres with complex competing demands). The Leven Programme has an embedded full time Infrastructure Officer, funded by Sustrans, working directly to support the project.

Category 4 projects - For such projects to gain funding, they require to be assessed by an external panel, which is chaired by Transport Scotland and includes independent experts in transport, engineering and active travel sectors. The Panel assess projects against key themes in order to make a recommendation on whether

a project is to gain funding or whether more work is required in order to more fully comply with their assessment criteria. Details of the assessment criteria can be viewed at www.sustrans.org.uk/media/3782/3782.pdf.

The next panel is anticipated in early December 2020, however, due to COVID delays, Transport Scotland has yet to confirm the date. The connectivity project and masterplan proposals will be presented to the panel by representatives of the working group including SEPA, IGLU, Sustrans, Fife Council Neighbourhoods and Communities, and Roads and Transportation Services including supporting videos and statements from local politicians.

2.0 Issues and Options

- 2.1 The proposed concept design network is shown in Appendix 1. The network aims to deliver an exemplar and transformational active travel network throughout the Levenmouth area, including access to shops, schools, colleges, workplaces, transport hubs (including new station locations) and leisure facilities, helping to build greener and more sustainable communities.

The length of outline network currently proposed within or adjacent to the public highway is approximately 16km whilst a further 14km of path network, including river crossings, is proposed within the masterplan for the Riverside Park.

The majority of the active travel network within the public highway has been designed as segregated bi-directional cycleways with adjacent footways. The adjacent carriageway, where required, is reduced to a minimum width of 6m (minimum two-way width for bus routes). The illustration below (Figure 1) demonstrates a typical cross-section of the proposed active travel infrastructure. Visualisations of typical routes within the network are shown in Figures 2 and 3.

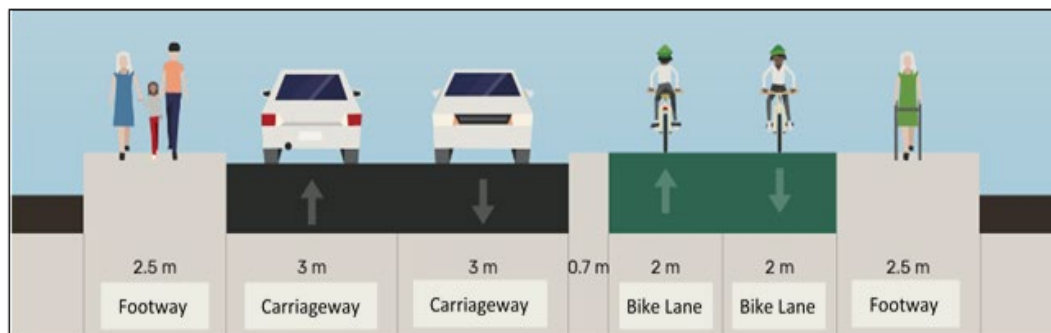


Figure 1: Typical cross section



Figure 2: Visualisation of A915 Windygates Road looking west



Figure 3 : Visualisation of Wellesley Road looking west
(DRAFT – awaiting final version)

2.2 **Key Network Details**

The outline network has been modelled with the following elements of infrastructure, (detail shown in Appendix 2):

- Segregated, off-road active travel network 10km
- Shared use, off-road active travel network 2km
- On-road cycle route provision (within 20pmh zones) 4km

2.3 **Outline Estimates of Costs for the Connectivity Project**

- Capital costs (incl. 44% optimism bias) £14M
- Annual winter maintenance costs £50k-£100k pa
- 20 year maintenance costs £4.3M

The project aims to deliver an exemplar, high quality, traffic-free active travel network within Levenmouth. Development of the project will include consideration of the

reallocation of road space (including the removal of on-road parking/bays) or land take to accommodate the proposed new active travel infrastructure.

The proposed off-road, bi-directional cycleways would be segregated from the footways.

Detailed Design Phase

The detailed design phase of the Connectivity Project will progress once the Transport Scotland assessment panel have approved the proposal. In doing so, they will agree to fund 100% of the detailed design phase of the project, which is programmed to include extensive local consultation with communities and stakeholders. This phase of detailed design work is programmed to take 12-18 months to complete.

Note, there is a need for the Leven Programme to confirm the availability of funding for all capital and future revenue implications for the Connectivity Project before any bid is made to Sustrans for the construction phase of the project.

Construction Phase

The desire is to integrate delivery of the active travel network with the delivery of the rail link and stations, where practicable and subject to funding.

2.4 **Infrastructure Funding Sources**

The Sustrans' Places for Everyone Programme offers up to 70% of capital funding based on the applicant funding the remaining 30% of the capital costs. The Leven Programme is working with partners to help source the funding. For the current projections, the 30% capital funding requirement equates to £4.2m.

The active travel network will support access to the Leven Rail link. It may, therefore, be appropriate to apply for funding from the Levenmouth Reconnected Programme for the development of parts of the network.

2.5 **Long term maintenance costs**

As with all new infrastructure, there are significant associated ongoing maintenance costs which must be considered, and funding identified. However, there is an opportunity during the concept and detailed design stages to investigate construction and materials to help to minimise on-going maintenance costs.

Working in partnership with Fife Council, The Leven Programme is aware of these financial implications and the need to secure suitable funding as this will be essential to safeguard the quality and legacy of this exemplar project. They have been investigating innovative methods to attract private investment which also support skills development and environmental benefits around carbon offsetting and biodiversity improvements.

The Leven Programme is working with groups including Network Rail and Rural Skills Scotland to investigate opportunities to develop skills, training and ultimately jobs from the infrastructure projects proposed (road, river and rail). It is intended that this will lead to a package of measures that once costed, could lead onto real opportunities for apprenticeships and jobs.

As much of the active travel network will be on or adjacent to public roads, Roads and Transportation Services will have a key role in the project as it develops. A key consideration for the Service (as the Roads Authority) will be the maintenance liability implications. The development of the business case will aim to establish a suitable funding solution.

3.0 Conclusions

- 3.1 A high level, conceptual active travel network has been considered for the Levenmouth Area. This would provide access to the River Leven; key locations within the area (such as Fife College and major businesses); and complement the development of the new rail stations planned as part of the Leven Rail Link.
- 3.2 Fife Council should be aware of the longer-term funding implications that are associated with this project.

List of Appendices

1. Proposed concept design network
2. Summary of proposed active travel network
3. Sustainable Growth Agreement: The Leven Programme Partnership, July 2019

Background Papers

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

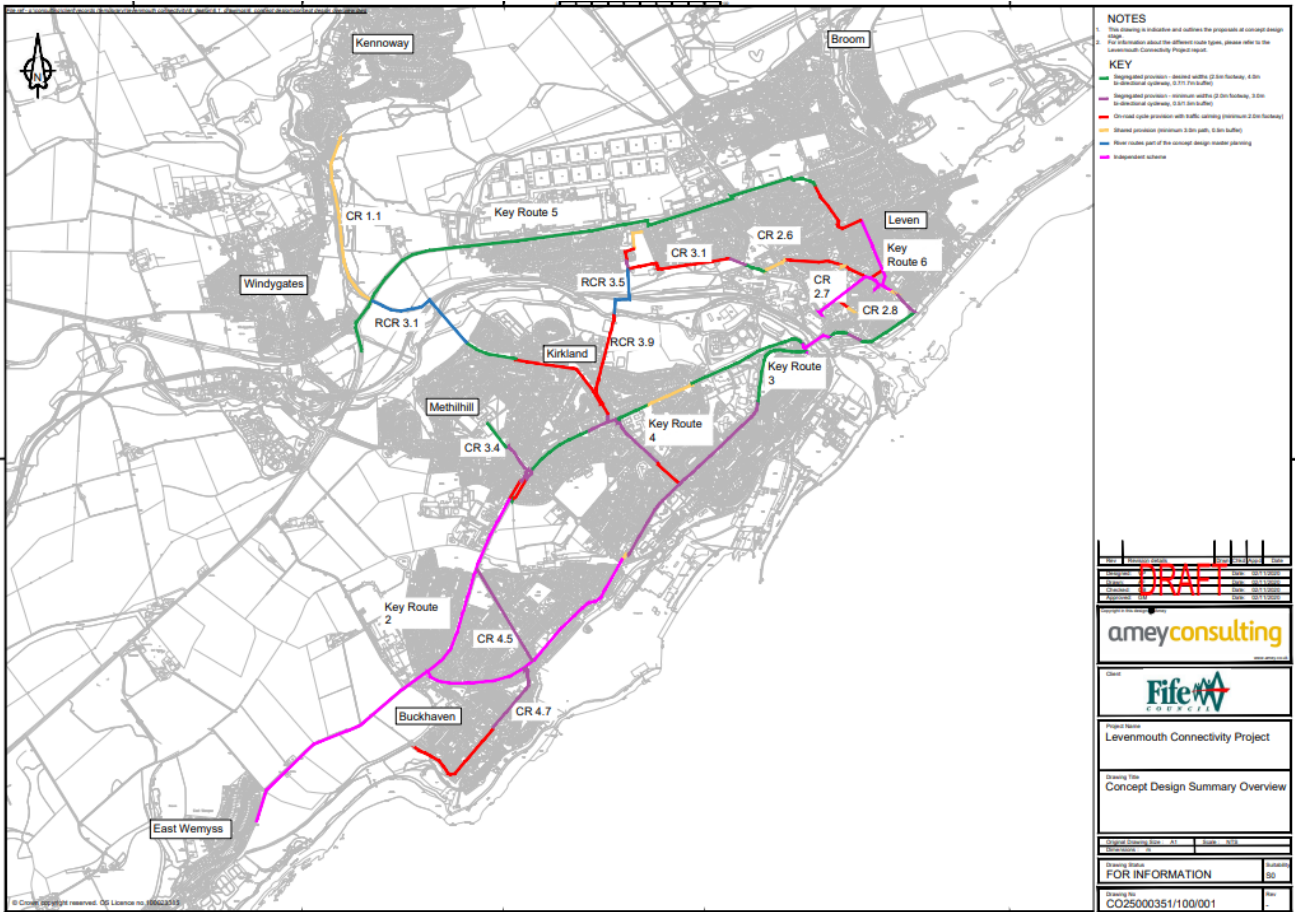
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Report Contact

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Appendix 1: Proposed concept design network



Appendix 2: Summary of proposed active travel network

Route	Total Length	Trip Generators	Communities Linked	Connection to Other Routes	Proposed Provision type	Length of Provision Type
Key Route 2	2.1km	Levenmouth Academy, Paxton and Woodlands Nurseries, shops and amenities, Methilhaven Surgery	Methilhill, Kirkland, Methil	KR3, KR4, KR6, CR3.4, CR4.5, <i>SEStran Project, Bawbee Bridge</i>	Segregated – desired width	1.35km
					Segregated – minimum width	0.25km
					On-road	0.2km
					Shared	0.3km
Key Route 3	1.8km	Aberhill Primary School, Memorial Park, Methil Library, shops and amenities	Methil	KR2, KR4, KR6, CR4.5, CR4.7, <i>SEStran Project, Bawbee Bridge</i>	Segregated – desired width	0.6km
					Segregated – minimum width	1.17km
					Shared	0.03km
Key Route 4	1.7km	Shops and amenities, Woodlands Nursery	Kirkland, Methilhill, Methil	KR2, KR3, <i>River Path Improvements</i>	Segregated – desired width	0.3km
					Segregated – minimum width	0.4km
					On-road	1km
Key Route 5	3.2km	Diageo, Mountfleurie and St Agatha’s RC Primary School, Banbeath Industrial Park, shops and amenities, Memorial Park, Railway Station	Windygates, Leven, Broom	KR6, CR3.1, <i>Network Rail Improvements</i>	Segregated – desired width	3.16km
					Shared	0.04km
Key Route 6	1.8km	Railway Station, Bus	Leven	KR2, KR3, KR5, CR2.6,	Segregated – desired width	0.53km

Route	Total Length	Trip Generators	Communities Linked	Connection to Other Routes	Proposed Provision type	Length of Provision Type
		Station, Leven Swimming Pool, Promenade, shops and amenities		CR2.7, CR2.8, <i>Linking Leven Proposals</i>	Segregated – minimum width	0.3km
					On-road	0.45km
					Shared	0.02km
					Independent Scheme	0.5km
CR1.1	1.1km	N/A	Kennoway	KR5	Shared	1.1km
CR2.6	0.46km	Shops and amenities, Leven pharmacy, Leven library	Leven	KR6, CR2.7, CR3.1, <i>Linking Leven Proposals</i>	On-road	0.44km
					Shared	0.02km
CR2.7	0.44km	Parkhill Primary school, shops and amenities, Leven Retail Park	Leven	CR2.8, <i>Linking Leven Proposals</i>	On-road	0.08km
					Shared	0.04km
					Independent Scheme	0.32km
CR2.8	0.66km	Shops and amenities, Leven pharmacy, Leven library	Leven	KR6, CR2.6, CR2.7, <i>Linking Leven Proposals</i>	On-road	0.23km
					Independent Scheme	0.43km
CR3.1	1.3km	Shops and amenities	Leven	KR5, CR3.1, <i>Linking Leven Proposals, River Path Improvements</i>	Segregated – desired width	0.05km
					Segregated – minimum width	0.2km
					On-road	0.75km
					Shared	0.3km
CR3.4	0.37km	Methilhill Primary School, shops and amenities, Methilhaven Surgery	Methilhill, Methil	KR2	Segregated – desired width	0.2km
					Segregated – minimum width	0.14km
					Shared	0.03km

Route	Total Length	Trip Generators	Communities Linked	Connection to Other Routes	Proposed Provision type	Length of Provision Type
CR4.5	0.6km	Levenmouth Academy, shops and amenities	Methil, Buckhaven	KR2, KR3, CR4.7, <i>SEStran Project</i>	Segregated – minimum width	0.6km
CR4.7	1.1km	Buckhaven Primary School, shops and amenities	Buckhaven	KR3, CR4.7, <i>SEStran Project</i>	Segregated – desired width	0.45km
					On-road	0.65km

Appendix 3: Sustainable Growth Agreement: The Leven Programme Partnership, July 2019



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JUNE 2020

SUSTAINABLE GROWTH AGREEMENT

THE LEVEN PROGRAMME PARTNERSHIP

SUSTAINABLE GROWTH AGREEMENT

THE LEVEN PROGRAMME PARTNERSHIP

Between:

Scottish Environment Protection Agency (SEPA)

Corporate Office
Strathallan House
Castle Business Park
Stirling
FK9 4TZ

And

The Leven

Strathearn House
Broxden Business Park
Lamberkine Drive
Perth
PH1 1RX

(each a "Party" and together the "Parties")

22 June 2020

OUR PARTNERSHIP VISION

Our vision for the River Leven catchment is to help the region prosper within the limits of our one planet. Our vision is that by 2030, the Leven catchment will be a living, breathing example of inclusive growth, achieving environmental excellence whilst maximising social and economic opportunities.

Our vision aims to lead to the following outcomes by 2030:

- The area will have a natural environment that will support a diverse ecology and celebrate its social history.
- The area will support a network of paths and sustainable travel routes that will connect people, communities and business to each other and the environment.
- The area will become a 'go to' destination and sustainable tourism will become one of the area's key economic attractions, whilst not increasing carbon emissions or negatively impacting on biodiversity of the area.
- The area will be a dynamic hub for social enterprise, youth and education.
- The area will be able to attract and support business and industry and become a hub between the cities of Dundee and Edinburgh.
- Registered vacant and derelict land will be made productive for the benefit of communities in the region and in support of inclusive economic regeneration.



Figure 1: The River Leven catchment from Loch Leven to Levenmouth

What are Sustainable Growth Agreements?

Sustainable Growth Agreements are voluntary, non-legally binding, formal agreements through which an organisation (or organisations) and the Scottish Environment Protection Agency (SEPA) can explore new and innovative ways to improve environmental performance and focus on practical actions that deliver environmental, social and economic success.

Why are we building our partnership through this Sustainable Growth Agreement?

This Sustainable Growth Agreement is the first in Scotland, involving multiple organisations working in partnership to achieve shared

outcomes across a river catchment. The partnership will use this agreement to help focus on the delivery of the ambitious vision for inclusive growth across the River Leven catchment area. Taking an innovative partnership approach is the most productive and efficient way for all partner organisations to achieve their objectives, whilst also building a strong ambitious platform to seek out and realise opportunities that go beyond their individual scope. The agreement creates a safe space for collaboration, identifying opportunities within the catchment for stakeholders to go beyond regulatory compliance and their individual remits to develop new and innovative ways of working, while delivering One Planet Prosperity.



Figure 2: River Leven at former creosote works site at Methil Brae

What is One Planet Prosperity?

SEPA has chosen the phrase 'One Planet Prosperity' to reflect the challenge all nations, cities, businesses and communities face of reducing the over-use of the planet's natural resources. The challenges of the 21st century mean that an Environmental Protection Agency must also increasingly help its society to tackle diffuse sources of pollution, over-use of natural resources and major environmental challenges such as climate change. According to the ecological footprint measure, if everyone in the world were to live like the average Scottish citizen, we would need approximately three planet Earths to provide all their resources and absorb all of their waste. We only have one planet, and most nations around the world face the same dilemma of significantly over-using our one planet's capacity to support human activity.

Why the River Leven catchment?

The River Leven catchment runs largely through the Mid-Fife area. The main stem of the river originates from tributaries around Loch Leven (with Loch Leven itself being situated in the Perth and Kinross Council area) and flows to the Firth of Forth through several towns and communities. Historically the catchment sustained several hundred mills and factories and was home to a proud population of miners and workers in manufacturing industries; it was the engine of Mid-Fife, towns and communities grew around and along it.

There are serious challenges in the catchment with multiple pressures and environmental impacts. SEPA has a responsibility to tackle and improve or remove these pressures, which include barriers to fish migration, water quality

issues and physical modifications to the rivers. The area has pockets of severe deprivation and much of it is economically stagnant. With a population often disconnected from the natural environment there are serious problems associated with poor health and well-being. The river has become a barrier between communities and disconnects people and towns from each other.

Working in partnership, we intend to achieve environmental improvements whilst maximising social and economic opportunities. This Sustainable Growth Agreement solidifies and formalises our strong partnership approach to the area's issues and has been identified as the most productive and efficient way for all organisations to achieve their objectives. This SGA is recognition on the part of partner organisations that we can achieve more and better outcomes working together in a spirit of co-operation.

The importance of reconnecting people and place will feature as a core characteristic of the project, developing a wide range of linkages between the catchment communities, the loch, the river and the coast.

Delivering through projects

To deliver better inclusive growth outcomes, a series of projects will be undertaken to deliver this vision for the area. The first such project, the 'Connectivity Project', will focus on a 5km stretch towards the mouth of the river at Levenmouth. Levenmouth is one of the most deprived areas in Mid-Fife, with the community disconnected not just from the environment, but also from good public transport infrastructure and adequate economic opportunities. The connectivity project will deliver environmental improvements, develop a series of paths to connect the isolated communities to and along the river and unlock opportunities on the significant tracts of vacant and derelict land which within the catchment. It is hoped that by working with the community to capitalise on these opportunities, the area will be opened to new economic and health/well-being opportunities. Other projects will be identified over time and resources secured to work towards the programme vision to make the Leven catchment a living, breathing example of inclusive growth, achieving environmental excellence whilst maximising social and economic opportunities.

WHO ARE THE PARTNERS AND WHAT ARE THEIR OBJECTIVES IN THE CATCHMENT?

SEPA

Everyday SEPA works to protect and enhance Scotland's environment, helping communities and businesses thrive within the resources of our planet.

The River Leven catchment has multiple environmental pressures. SEPA is responsible for leading on tackling these pressures and aims to work in partnership with others to drive change at a scale which is appropriate to meet the fundamental challenges humanity faces in the 21st century.

Scottish Enterprise

Scottish Enterprise is Scotland's national economic development agency. We're committed to growing the Scottish economy for the benefit of all, helping create more quality jobs and a brighter future for every region.

Scottish Natural Heritage

Scottish Natural Heritage promotes, cares for and improves Scotland's natural heritage. We are committed to helping create a greener, healthier and more prosperous country for Scotland's people by ensuring that:

- more people across Scotland are enjoying and benefiting from nature;
- the health and resilience of Scotland's nature is improved;
- there is more investment in Scotland's natural capital.

Fife Council

Fife Council is the local authority for the Fife area of Scotland. The 'Plan for Fife' (the Local Outcome Improvement Plan) has four main priorities of: Opportunities for all; Thriving places; Inclusive growth and Jobs and Community-led services, and is supported by the organisations in the Fife Partnership¹. The Levenmouth Community Plan reflects the four priorities set out in Plan for Fife.

We have four key priorities for the Levenmouth and wider Mid-Fife area, including the River Leven catchment, which are:

- area investment and regeneration;
- health, well-being and environment;
- access to employment, education and training;
- environmental improvement, low carbon and renewable energy.

Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. With support from Transport Scotland, we are working in partnership to create new, ambitious routes which reconnect the Levenmouth communities. We want to make it easier for the people of Levenmouth to walk, cycle and wheel and create inviting places for people to work, rest and play.

Scottish Water

At Scottish Water we are always working to ensure we are providing effective and sustainable collection and treatment of waste water and help protect Scotland's water environment. We work with partners, regulators and customers to manage our assets and prioritise and deliver improvements, where these are identified, for the communities we serve.

Fife College

Fife College offers inspirational learning experiences from essential skills to degree programmes. The college provides a dynamic, relevant portfolio of courses that encourages collaboration with local communities. In this project we plan to provide wide ranging expertise including design skills, video production, computer modelling and simulation, and many more. We will involve diverse student groups, benefiting from their expertise and enthusiasm to produce maximum community engagement and student real world experience.

Forth Rivers Trust

The Forth Rivers Trust works in collaboration with others to conserve, maintain and improve the quality of river environments bringing benefits to both people and wildlife. It will:

- engage with others making connections which supports the physical improvement and awareness of the freshwater environment;
- provide an impartial ecosystem science based approach to river catchment management;
- gather, maintain and communicate relevant information, providing advice, and guidance on relevant ecological and conservation matters;
- provide training and learning programmes;
- deliver scientifically robust, deliverable and sustainable solutions.

Central Scotland Green Network Trust (CSGNT)

CSGNT was created to help realise the vision for the Central Scotland Green Network. Our mission is to drive forward the delivery of the CSGN by being collaborative, inclusive and innovative; working with partners, stakeholders and communities. Our priorities are the remediation of vacant and derelict land, greening of active travel routes and delivering environmental improvements in areas of disadvantage. The Leven Programme contributes to all three of these, and is a flagship for the CSGN.

¹ www.fifedirect.org.uk/news/index.cfm?fuseaction=committee.detail&servid=854A4CCF-CE24-3C49-325752C9298CE280

Historic Environment Scotland

Historic Environment Scotland is the lead public body established to care for and promote Scotland's historic environment.

We lead on Scotland's first historic environment strategy 'Our Place in Time', which sets out how our historic environment will be managed, with a focus on how it is cared for, valued and enhanced, both now and for future generations.

We see the historic environment as everything that has been created by people over time: the tangible and the intangible. It can be a place, an object or an idea. The historic environment shapes our identity. It tells us about the past, the present – and even points the way to the future.

At Historic Environment Scotland, we want the historic environment to make a real difference to people's lives. A difference to our health, to our economy, to our culture and to our environment. We want heritage to involve everyone so that we all benefit and this is detailed in our corporate plan 'Heritage for All', which is our long term vision for the work and focus of the organisation.

Zero Waste Scotland

Zero Waste Scotland exists to lead Scotland to use products and resources responsibly, focusing on where we can have the greatest impact on climate change.

Using evidence and insight, our goal is to inform policy, and motivate individuals and businesses to embrace the environmental, economic, and social benefits of a circular economy. We are a not-for-profit environmental organisation, funded by the Scottish Government and European Regional Development Fund.

Fife Coast and Countryside Trust

The Fife Coast and Countryside Trust (FCCT) is the leading environmental conservation and countryside access charity in Fife. Working closely with Fife Council, FCCT manage, maintain, and enhance multiple sites and routes across the Kingdom including the Lomond Hills Regional Park, The Fife Pilgrim Way, and the Fife Coastal Path.

We work with communities to bring the benefits of time spent outdoors to all. We believe that

understanding leads to appreciation which in turn leads to care. We work to educate and encourage all in the ongoing care for Fife's extraordinary coast and countryside.

The Coal Authority

The Coal Authority has been working to make a better future for people and the environment in mining areas for over 25 years. Our mine water treatment schemes protect and enhance the natural environment, treating 122 billion litres of water every year, preventing 4,500 tonnes of iron solids entering Britain's watercourses.

We recognise our mining heritage and that the past can help us shape the future, our schemes provide amenity and promote biodiversity, and our mission is to help the UK reach carbon net zero by 2050 by unlocking the potential of mine water heating networks.

Our passionate, knowledgeable teams work closely with partners, stakeholders and the public on a diverse range of vital programmes, always ensuring our thinking and decision-making is shaped by the needs of the communities we serve.

Diageo

Diageo is a global leader in beverage alcohol with an outstanding collection of brands, including Johnnie Walker, Smirnoff, Gordons, Tanqueray, Captain Morgan, Baileys and Guinness. Scotland is at the heart of Diageo's business with heritage dating back to 1627 and the Haig whisky dynasty. Producing around 50 million cases annually and exporting to 180 countries around the world, Diageo is Scotland's leading distiller, manufacturing exporter and Scotch whisky tourism operator. We employ around 3,000 people at 50 sites in communities across Scotland, including distilleries in some of the country's most remote rural areas.

Keep Scotland Beautiful

Keep Scotland Beautiful is one of Scotland's leading environmental charities and provider of environmental, place making and behavioural change services. We campaign, act and educate on a range of local, national and global issues and our projects, programmes and activities help local communities to achieve better outcomes for our country. We have a trusted, credible, non-political and non-partisan reputation that assists partners to achieve their environmental, social and cultural ambitions.

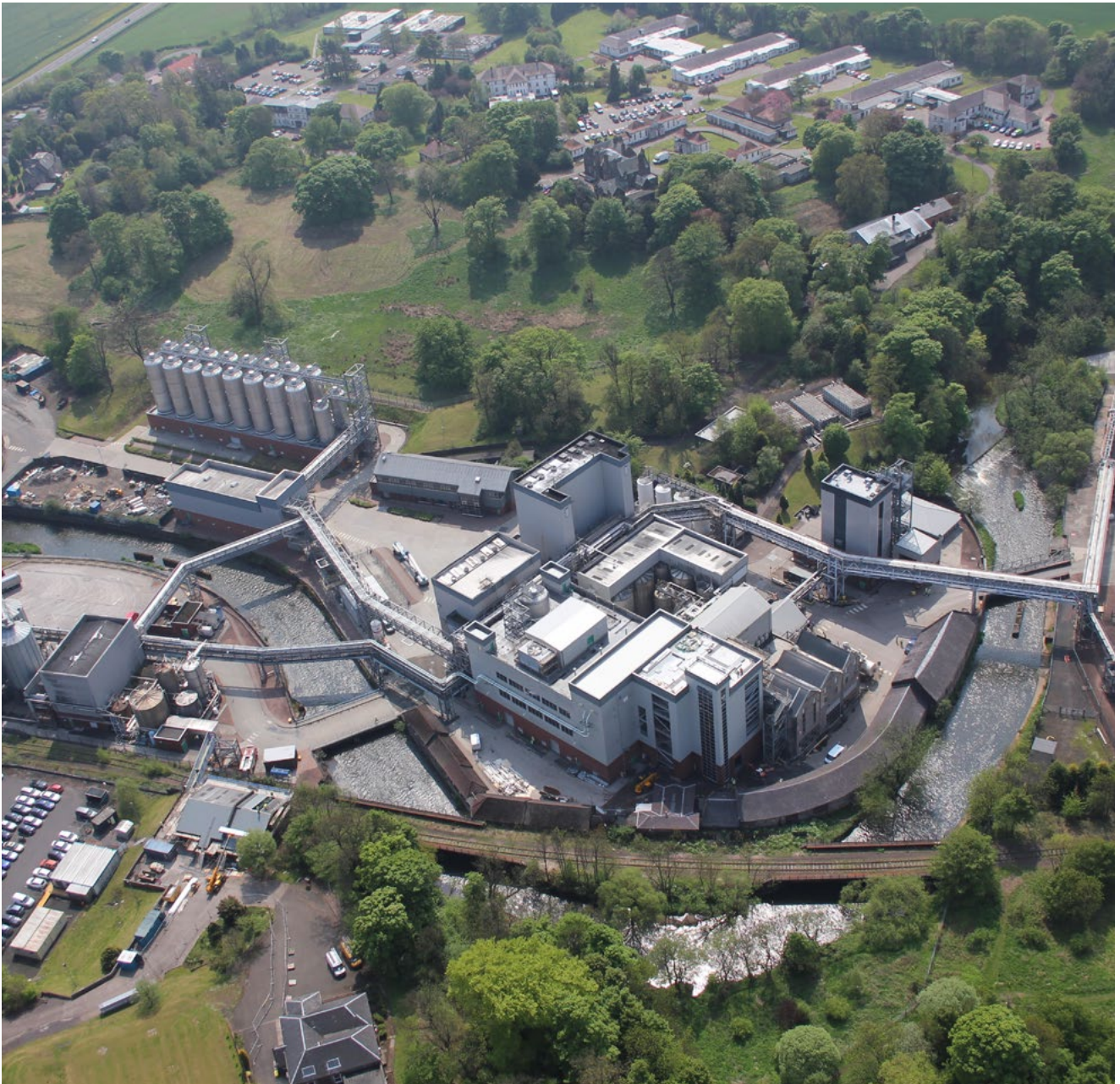


Figure 3: Diageo Cameronbridge distillery in Windygates, Leven

WHAT WILL WE DELIVER IN THE FIRST THREE YEARS?



CONNECTIVITY PROJECT

Inclusive growth project focused on the final 5km of the River Leven. This flagship project will deliver environmental river improvements, develop a series of paths to connect the isolated communities to and along the river and unlock opportunities on the vacant and derelict land. Feasibility, scoping and community engagement will all take place in 2019. This will be the partnership's priority deliverable over the next three years.



ECONOMIC PRODUCTIVITY

Bring at least two vacant and derelict land sites within the catchment into productive use by 2022.



LOW CARBON INNOVATION

Work with partners to realise low carbon innovation opportunities across the River Leven catchment area, and to integrate low carbon opportunities across all projects within The Leven Programme.



THE LEVEN PROGRAMME VISION

Develop the vision, narrative and brand of the programme and partnership from July 2019 to help attract inward investment to the potential projects that will deliver the programme's vision. This will be developed utilising skills within the partnership and local communities (including local businesses) where appropriate.



WATER INNOVATION

Consider surface water management and innovative ways to manage water across the catchment.



PARTNERSHIP MODEL

Develop a Memorandum of Understanding by July 2019 which will clearly identify roles and responsibilities within the partnership and delivery programme. Explore with partners how a multi-organisation partnership model like this could be applied in other catchments/regions across Scotland where multiple benefits can be achieved for the environment, communities and the Scottish economy.



PUBLICITY

Launch a strong communications campaign in 2019 to raise the profile of The Leven Programme, encouraging inward investment to the area and the communities the River Leven serves.



SUB-REGIONAL MASTERPLAN

Develop a sub-regional masterplan which can deliver a cohesive planning regime with all partners to deliver green infrastructure improvements.

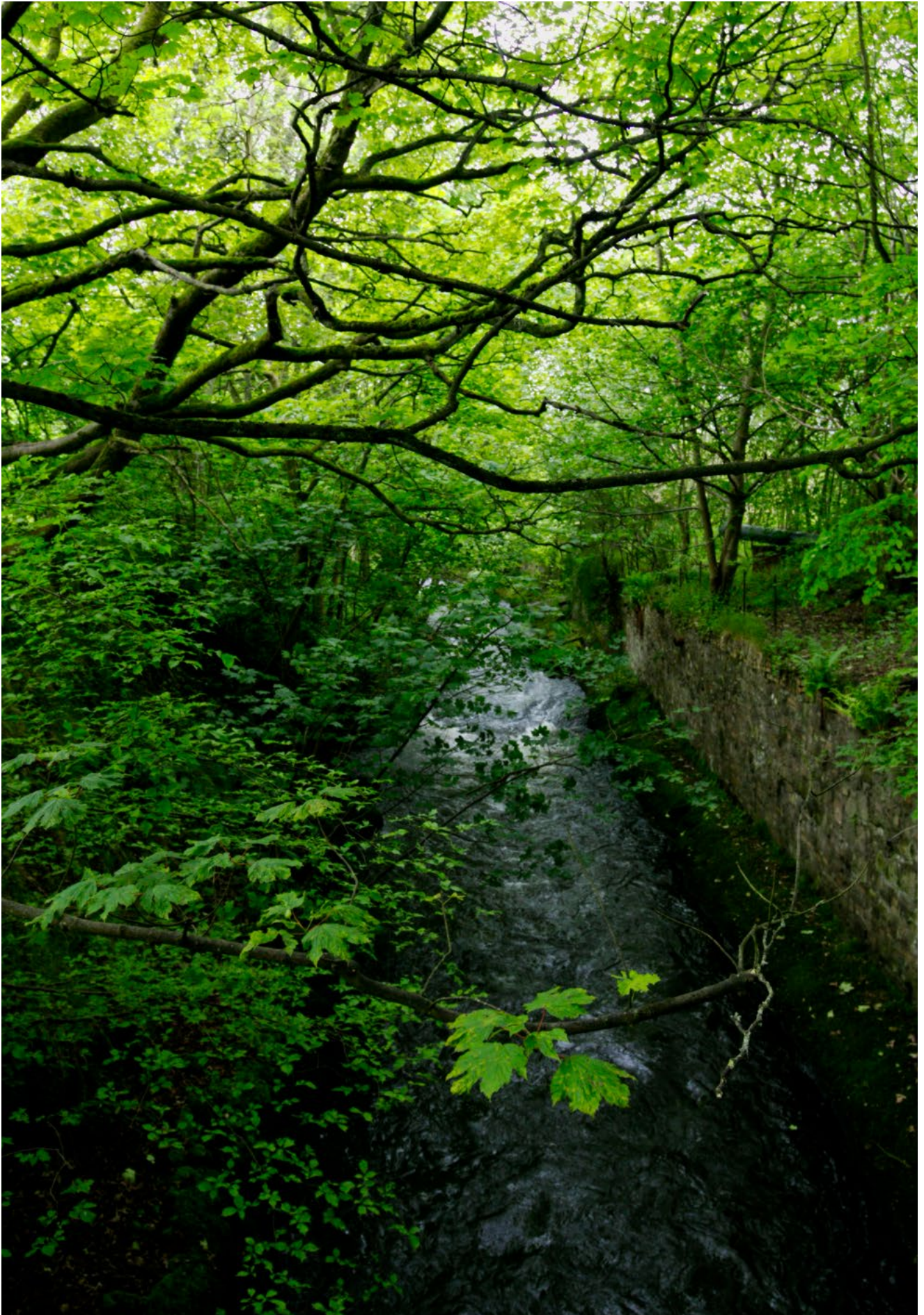


Figure 4: The River Leven at the disused Tullis Russell site in Glenrothes

SUSTAINABLE GROWTH AGREEMENT MANAGEMENT

- All applicable laws continue to apply to each partner signing this agreement and nothing in this Sustainable Growth Agreement is intended to, or shall be deemed to: (a) establish any partnership or joint venture between the partners, constitute any partner as the agent of the other partner, nor authorise any of the partners to make or enter into any commitments for, or on behalf of the other partner; and (b) adversely affect or prejudice the ability of SEPA to act in its capacity as a regulator.
- The partners have agreed that this Sustainable Growth Agreement will remain in place for three years from the date of this Sustainable Growth Agreement.
- This Sustainable Growth Agreement is not legally binding and creates no legal rights or legal obligations between the partners. All partners are accountable and responsible for honouring their commitments in this Sustainable Growth Agreement.
- This Agreement will be made available to public by all partners (e.g. SEPA, Fife Council, Fife College etc. via websites etc).
- There will be a formal Annual Review and joint Annual Reporting by all partners to assess progress against the commitments set out in this Sustainable Growth Agreement and to assess success. The ongoing monitoring and management of progress will be undertaken by The Leven Programme Board, and by relevant Project Boards.
- SEPA and the Partners will assess the need for the appointment of a dedicated programme/project manager and if necessary, seek to secure the resources necessary to manage the delivery of the programme and projects.
- The Annual Review and joint Annual Report can also identify areas of focus for the following year, possible amendments to the Sustainable Growth Agreement and opportunities to promote the Sustainable Growth Agreement.
- In addition to the formal annual review, there will be an informal half yearly review to take stock of progress and identify any new opportunities, revise priorities and close or amend projects to maximise the impact of partnership resources.
- All partners reserve the right to withdraw from this Sustainable Growth Agreement if they believe it is no longer effectively promoting their aspirations and/or they are unable to further contribute toward achieving The Leven Programme vision.
- If any partner is considering withdrawal they will notify the partnership Board and Chief Executives of other partner organisations in writing of their intention. All Parties agree to work together to seek resolution wherever possible.
- Responsibility for the implementation of the Agreement lies with all Parties. The review of the Sustainable Growth Agreement and progress will be carried out by The Leven Programme Board.



Signatories

Signed For and On Behalf of The Leven Programme

Steve Grimmond Chief Executive,
Fife Council

Grace Martin, Deputy Director, Sustrans

Francesca Osowska, Chief Executive, SNH

Douglas Millican, Chief Executive,
Scottish Water

Steve Dunlop, Chief Executive,
Scottish Enterprise

Hugh Hall, Principal and Chief Executive,
Fife College

Fen Howieson, Chairman, Forth Rivers Trust

Keith Miller, Director, Diageo

Derek Robertson, Chief Executive,
Keep Scotland Beautiful

Keith Geddes, Chairman,
Central Scotland Green Network Trust

Signed For and On behalf of SEPA

Terry A'Hearn, Chief Executive (SEPA)



Further Information

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www.sepa.org.uk
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 ScottishEnvironmentProtectionAgency
 ScottishEPA

For information on accessing this document in an alternative format or language please either contact SEPA by telephone on 03000 99 66 99 or by email to equalities@sepa.org.uk

If you are a user of British Sign Language (BSL) the Contact Scotland BSL service gives you access to an online interpreter enabling you to communicate with us using sign language.

<http://contactscotland-bsl.org/>

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2nd December 2020

Agenda Item No. 06

Levenmouth Reconnected Programme

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

Wards Affected: Ward 21 and Ward 22

Purpose

The purpose of this report is to provide the first formal update on the development of the Levenmouth Reconnected Programme (initially referred to as the Levenmouth Blueprint) as well as key updates on the Rail Link and River Leven projects.

Recommendation(s)

It is recommended that Committee:

1. Notes the contents of this report, including the progress in the recruitment of a Programme Manager, the development of consultations, governance groups, grant funding and communication workstreams.
2. Agree to provide a key governance role within the Levenmouth Reconnected Programme by ensuring that projects proposed for grant funding are to be approved by this Committee beforehand.

Resource Implications

There are no direct resource implications from this report, however as work progresses work will take place within agreed budgets, subject to being approved through the funding process.

Legal & Risk Implications

No specific legal or risk implications noted.

Impact Assessment

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

Consultation

Finance and Legal Services have been consulted in preparing this report.

Early engagement has taken place, where practicable given Covid- 19 restrictions, with local community groups, stakeholders, local members and partner organisations, including Network Rail, ScotRail, SEPA, Diageo and Police Scotland etc.

1.0 Background

- 1.1 On 8th August 2019, the Cabinet Secretary for Transport, Infrastructure and Connectivity announced the commitment of the Scottish Government to re-open the Leven Rail Link at an estimated cost of £70m. In addition, he announced the commitment to a grant offer of up to £5m subject to match funding of up to £5m by Fife Council. This fund of up to £10m is focussed on stimulating growth and economic prosperity in support of the transport improvements over the longer term to rail, active travel connectivity and bus integration.

On 7th November, Fife Council Policy & Co-ordination Committee approved up to £5m from the capital plan to match fund the Government funding to create the up to £10m Levenmouth Reconnected Programme.

- 1.2 Grant Offer - Key Objectives are to:

- a) Maximise the economic and social value of the new railway to the local area by using it as the stimulus to improve and integrate bus and active travel connectivity and open the local communities of the wider Levenmouth area as places to live, work, visit, learn, play and grow.
- b) Develop initiatives and projects of an economic and social nature to build on the railway investment led opportunity now presented to deliver sustainable and inclusive growth.

2.0 Issues/Progress

The key issues identified and progressed are:

2.1 Leven Rail Link

Since August 2019, Network Rail has been developing the outline design for the rail line and potential station options. Consultation on this has been undertaken with Committee members. Further public and stakeholder consultation is to be undertaken via the Scotland Railway website <https://scotlandsrailway.com/> and programmed to commence in early December 2020 for a 4 week period. The proposed rail link and station option locations are shown in Appendix 1.

Site clearing work began in October 2020 and is programmed for 10 weeks with ground investigation works to start imminently.

The proposed timescale for delivery of the rail line is by 2024.

2.2 Programme Manager

In April 2020, the Levenmouth Reconnected Programme Manager was appointed with the role initially focussed on developing the community engagement, governance and funding processes etc. for the programme.

2.3 Governance

To ensure that the delivery of the up to £10m Levenmouth Reconnected Programme is clear, transparent, auditable and community led the governance is being managed through a range of decision processes with the Area Committee to provide a key role in approving the proposed projects. The Groups in place are:

- Oversight Group
- Working Group
- Task Group
- Area Committee

The programme will deliver against the 4 themes and outcomes as noted in appendix 2. This is closely aligned to the Local Community Plan as noted in appendix 3.

2.4 Oversight Group

The Oversight group is chaired by Executive Director – Enterprise and Environment and comprises of senior officers from Scottish Enterprise, SEPA, Transport Scotland, ScotRail, Scottish Government and Visit Scotland and Fife Council officers.

The role of the Group is to ensure partnership working, strategic alignment of programmes and ensure the timely delivery of Programme as per the remit in Appendix 4. The group meets quarterly.

2.4 Working Group

The Working group is chaired by Head of Assets, Transportation and Environment and comprises of officers from NHS Fife, SEStran, Sustrans, Nature Scot, CPT UK, Fife College, Scottish Enterprise, SEPA, Transport Scotland, ScotRail, Network Rail, Scottish Government, Visit Scotland and Fife Council.

The focus of the Group is to develop and deliver a delivery programme, in liaison with the Oversight and Task Groups, as per the remit shown in Appendix 5 and ensure that all projects are approved through the Levenmouth Area Committee. The group meets 6 weekly.

2.5 Task Group

The Task Group is chaired by the Convenor of the Levenmouth Area Committee and comprises of the elected members for wards 22 and 23, the Local Community Councils of the wider Levenmouth area and the Levenmouth Rail Campaign group with other attendees as needs arise.

The group is focussed on ensuring that the community is at the heart of decision making and all initiatives / proposals reflect their aspirations. It will assist in the development and assessment of projects with a view to preparing funding submissions to the Working Group.

The group remit is being developed and once agreed this will be circulated to the working and oversight groups for its endorsement, a draft copy is attached in appendix 6.

2.6 Area Committee

In terms of governance, it is essential that the Area Committee has the key local decision-making role on the projects that are progressed through the Levenmouth Reconnected Programme. It is proposed therefore that projects emerging through the groups be approved by this Committee prior to those being considered for grant funding awards.

2.7 Grant Award Process

A draft grant award process is in the final phase of development and is based on the Fife Environment Trust funding process which makes funds available for environmental and community projects using locally generated landfill tax monies. This model process was chosen due to community familiarity.

The draft award process and assessment criteria will be reviewed by the Oversight, Working and Task groups and will be shared and agreed with the Area Committee.

2.8 The Leven Programme

There is close partnership working between the Levenmouth Reconnected Programme and the River Leven Programme. There are regular meetings to coordinate communications and workstreams in addition, Roads & Transportation Services has helped manage the conceptual design of the Connectivity Project, a report on which is being presented to this Committee on Item 6.

2.9 Communications

The Fife Council Communications team are leading on the development of a communications strategy for the Levenmouth Reconnected programme.

The first step is to produce a year 1 communications plan with budget over the next 3 months, which may include:

- Staffing and partner commitments to resource/support
- Development of the vision for Levenmouth
- Creation of a web portal.
- Establish approach/method for stakeholder updates
- Determine the need to recruit or commission communications support.

3.0 Conclusions and next steps

- 3.1 The Programme Manager for the Levenmouth Reconnected Programme has been appointed and has progressed the development of consultations, governance groups, grant funding and communication workstreams with a view to presenting update reports to future Area Committees.

- 3.2 There is a need for this Committee to approve projects prior to those being considered for grant funding awards.

List of Appendices

1. Appendix 1 - Levenmouth Rail link and station locations.
2. Appendix 2 - Levenmouth Reconnected themes and outcomes.
3. Appendix 3 - Levenmouth Local Community Plan 2019 – 2022.
4. Appendix 4 - Oversight Group remit.
5. Appendix 5 - Working Group remit.
6. Appendix 6 - Draft Task Group remit.

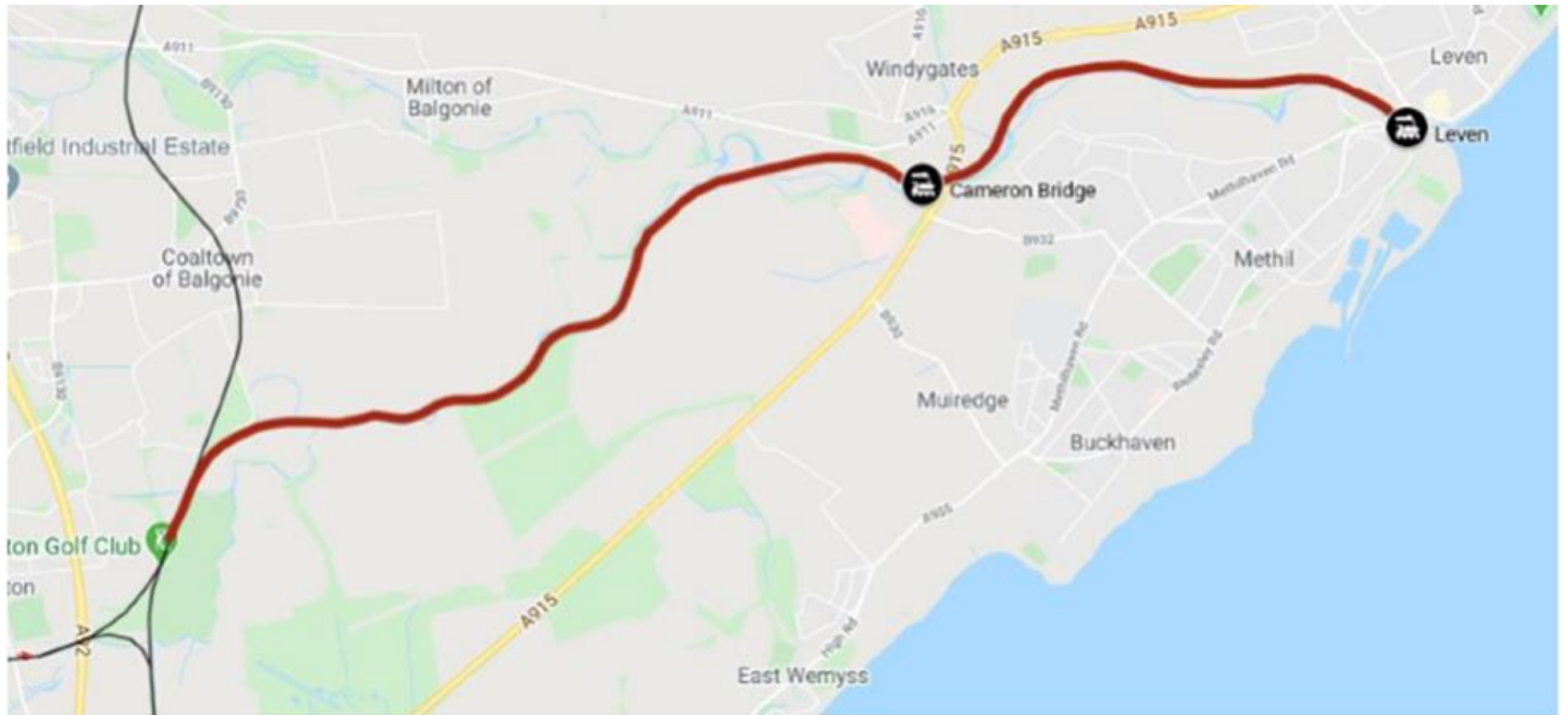
Background Papers

None

Report Contact

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LRP VISION & OBJECTIVES

Maximise the economic and social value of the new railway to the local area by using it as the stimulus to improve and integrate bus and active travel connectivity (as outlined in the Levenmouth Sustainable Travel Study 2019) and open the local communities of the wider Levenmouth area (Leven, Methil, Buckhaven, Kennoway, Balcurvie, Muiredge, Windygates) as places to live, work, visit, learn, play and grow.

Develop initiatives and projects of an economic and social nature to build on the railway investment led opportunity now presented to deliver sustainable and inclusive growth.

Integrate focus and spend across the Local Outcome Improvement Plan, Area community outcome improvement plan, related and separate programme outcomes within the same geography of Fife

LRP THEMES

INCLUSIVE JOBS AND GROWTH

THRIVING PLACES

COMMUNITY LED SERVICES

OPPORTUNITIES FOR ALL

LRP OUTCOMES

Increased local opportunities for skills development and training

Tourism & Leisure employment opportunities

Ensuring a local dividend from the energy park, and other large-scale projects

Improvements in transport connectivity. Walking cycling, bus and rail.

Town centre public realm improvements.

Maximising the quality of the built and natural environment.

Targeted action on anti-social behaviour issues.

Adapt to the effects of climate change whilst helping to deliver our net-zero target

Develop & support community leadership in all forms.

Promote & support community asset transfer where possible.

Increased use of participatory budget approaches.

Increased volunteering opportunities.

Improved local services for the young, old and vulnerable in the community. (easy access for all)

Family learning and adult learning opportunities.

Targeted anti-poverty interventions.

Improve health outcomes.

PLAN 4 FIFE

visit our.fife.scot and get involved

PLAN 4 LEVENMOUTH AREA
Local Community Plan 2019 - 2022



Levenmouth Area Local Community Plan



Our vision

We want Levenmouth to be a place where residents live fulfilling lives, are able to make informed choices, and have a sense of control to ensure they can reach their full potential through their school career, employment and beyond.

We want Levenmouth to be recognised as a place where people feel safe, happy and healthy.

We will make the best use of our local assets and facilities, and through targeted investment, ensure they remain fit for purpose for current and future generations.

What puts us on the map?

Levenmouth is a diverse area with good natural assets including parks, beaches, designated ancient woodland, an established path network and historic attractions. It is a mid-Fife coastal location which has been shaped by coal mining, heavy industry and agriculture and, more recently, economic adversity. Despite challenges, the Levenmouth is a resilient area with strong local identities evident in all of its settlements stretched between West Wemyss and Upper Largo.

What existing assets and opportunities could be built upon?

The area has strong assets, as already noted parks, beaches and woodland are key elements that provide local people and visitors the chance to participate in outdoor activities. Physical assets including community access buildings are in relatively good order and have been the focus for local investment to ensure they are fit for purpose.

Leven town centre has benefitted from significant public realm improvement work, and it will be a core local objective to build upon initial developments to ensure the town centre develops an offer that is relevant to local needs.

Local people have shown themselves to be a considerable asset, the area is experiencing higher levels of participation in terms of involvement in local voluntary organisations and the recent resurrection of new Community Councils, further participation needs to be supported. We need to promote our assets more effectively to ensure we maximise any potential income from tourism which will help drive the local economy.

What major future challenges do we need to address?

Levenmouth has a number of challenges that it currently faces, these include; growing numbers of elderly people requiring appropriate services, we are still behind the Fife average in terms of school attainment and achievement, and transport infrastructure does not meet local needs in terms of providing access to opportunities for local people. Health outcomes are relatively poor and in some areas, exacerbated by drug and alcohol misuse.

We are an area where some residents are recognised as facing food insecurity, a problem compounded by Welfare Reform approaches which impact hardest on those already suffering deprivation.

Across a range of indicators the area still suffers a lag in terms of economic growth and prosperity when compared with other parts of Fife and Scotland. Issues around anti-social behaviour are still seen as problematic to local residents and require particular focus by a range of services involved in community safety work.

What would we be proudest to achieve in years to come?

We need to be working together to bring about positive improvements in the health, wealth, attainment and connectivity of Levenmouth and its people. As stated in the initial vision we want to be an area that overcomes the inequality currently being experienced, and achieve the aspirations of the local community as a whole.

What do we want our children's future to look and feel like?

In the future Levenmouth will be an area that provides a rounded education to young people, and provides opportunities for personal growth that enhance individuals skills and strengths It will offer job opportunities that are attractive and fulfilling, provides access to services that support older and vulnerable people, has housing options that are aspirational and help maintain community cohesion, is perceived as a safe place to live, and has green space and community facilities that are positive contributors to the quality of life in the area.

What do we want visitors returning to the area in the future to say?

We want visitors to be able to say that Levenmouth has managed to overcome the significant economic shocks of its past and moved forward with a new focus. We want the area to be perceived as more than it is today, reimagined through the eyes of its local inhabitants as a thriving productive and sustainable 21st century settlement.

How will we help people to feel connected to the plan?

To make sure the key outcomes remain the focus of work for local stakeholders, we will ensure that the Levenmouth Area Local Community Plan properly reflects the priorities of all key participants and the communities it will serve. We will periodically test the key priorities through local consultative events to refine local approaches as required. The Levenmouth Area Local Community Plan will fully support the priorities of all partners like the Police, Health and Social Care, Education, Housing etc., as well as those priorities enshrined in Community Action Plan statements (supported by Coalfield's Community Futures), particularly in East Wemyss, Kennoway, Methil and Methilhill, and through the Charrette approach in Leven and Buckhaven.

How are the community involved in this plan?

We will ensure through on-going dialogue that stakeholder groups, community activists and local people are fully engaged and are directly involved in the formation and delivery of the Plan. Consultation and engagement events of all types will be used to promote the input into the draft plan at every opportunity and will be used to evolve the document over successive years. Social media will be employed to spread the message and encourage input and debate, local news media will be engaged and will act as a critical friend to the process of developing and delivering the plan. We will build on our use of Place Standard, Charrettes and Participatory Budgeting to ensure communities are empowered and fully involved in decision making and delivery of outcomes.

How the Local Plan relates to the Plan 4 Fife



Opportunities for All

A number of communities in the Levenmouth area are experiencing **poverty** and deprivation of unacceptable levels. There is an ongoing issue of comparatively poor **health outcomes**, when this is coupled with poor **transport** links and poor **access** to services, social **isolation** for some becomes an aggravating factor especially in terms of mental wellbeing.

We will actively support the key priorities contained within the [Health](#) and Social Care Levenmouth Plan, and use this as the main focus for local health improvement initiatives.

Support in the area should be targeted at more vulnerable families, to help tackle **child and in-work poverty**, with the core aim to reduce **inequality**, with **food insecurity**, being a core concern in Levenmouth, tackled in a dignified way.

Where local action can be used to develop local solutions to problems, for example local food production and distribution, we will use our local assets productively.

Vulnerability is a concern across age and socio economic groups, using local knowledge we will ensure those that face exploitation of any kind, including issues of bullying or private space violence, get the help they need from services.

We will develop mechanisms that assist those in poorer housing conditions, especially those who suffer from the impacts of fuel poverty. It is likely this work will focus on those who are in the private rented sector.

There will be a continuing focus on improving attainment and aspiration in school, especially for those children who face barriers in engaging fully, especially where it comes down to cost. We will assist with the main transition events for young people, as we know these are the times when negative impacts can have the most ill effect. For those who have left school we will ensure there is scope to access further educational opportunities through the offer of lifelong learning opportunities.

The area will begin to assess what it requires to do to **realign existing service delivery** to meet the increasing support needs of people with poor health the ageing population, and young people who are experiencing disadvantage.

Areas of Focus

1. Improve health outcomes.
2. Family Learning and Adult Learning Opportunities
3. Improved local services for the young, old and vulnerable people in our community.
4. Targeted Anti –poverty interventions.



Thriving Places

Well maintained town centres and high streets with open and adaptable spaces with something for everyone, will promote economic activity through higher footfall. We need to see our town centres as social **hubs** which provide a connection through better pedestrian and cycling connectivity with neighbouring assets. The development of a coordinated events strategy which will incorporate the town centre as well as other settlements, will ensure we have a year round offer to give people a reason to come to Levenmouth.

We need to see our coastline as a key asset, not a peripheral element. Also the River Leven needs to become a place where local people want to spend leisure time, how we can make that happen will be explored.

Improved **access** to services and public **transport** links (including the rail link) between towns in Fife and beyond would encourage good quality development in Levenmouth.

Green spaces and places that encourage social interaction and play will continue to be a focus.

We will utilise our cultural heritage as part of the Levenmouth story, and ensure it is used to develop the potential for visitors, and conveys a positive area image which supports community pride.

We will continue to promote multi agency approaches to tackle issues of anti-social behaviour, notably around illegal motorcycle use. Other activity will focus on the key priorities contained within the local [Police](#) plan, again these issues will be tackled using a partnership approach.

Areas of Focus

1. Improvements in Transport connectivity. Walking ,Cycling, Bus and Train
2. Targeted action on Anti-Social behaviour issues.
3. Town Centre Public Realm Improvements.
4. Green Space and Play Space Improvements



Inclusive Growth and Jobs

There is an opportunity to build on the area's **tourism** potential, such as golf and the River Leven Valley, Silverburn Park, industrial heritage, Wemyss Caves, Fife Coastal Path and the Pilgrim Way. We need to better understand how these key assets can be used to provide more employment opportunities for local people.

Investment into developing the **waterfronts** and docks, for growth in our retail and leisure offer, including good places to eat and stay, would give the area a huge boost in terms of growth in **employment** and visitors.

We will continue to build on and strengthen local growth and jobs in the **energy sector**. Maximise opportunities to **improve energy efficiency** of local buildings and **localised**

energy supply through generation and storage. Build on local opportunities from **off-shore energy technology**, innovation and storage.

Through training opportunities we will continue to support the capacity of individuals to help them to be better prepared for work, we will work with current providers and when required develop our own solutions to ensure a bespoke approach that meets local needs.

Improved links with local employers will also be forged to help increase work experience and apprenticeship opportunities, to ensure there are appropriate learning and **employment opportunities** for young people.

Areas of Focus

1. Increased local opportunities for skills development and training.
2. Tourism Employment Opportunities.
3. Ensuring a local dividend from the Energy Park Development, and other large scale local projects.



Community Led Services

We will promote mechanisms that support social entrepreneurial behaviours in local people, whether that is for purely social benefit or for kick-starting a new business venture that has a degree of community benefits. Where it is appropriate we will use local funding arrangements to support these approaches in conjunction with other support.

We will continue to promote volunteering, and develop the role of community champions who can encourage greater local participation in **community groups** and **volunteering** activities.

We will support mechanisms that allow local people to use their skills to assist others in a mutually beneficial way.

We will support community organisations as required to ensure they can be sustainable in the long term, and ensure we facilitate access to specialist advice and support when and where that is needed.

Where it is clearly beneficial to a locally driven initiative, we will actively support the transfer of land or buildings under the Community Asset Transfer process.

The continued use of the Place Standard in conjunction with a participatory budgeting will help to ensure community involvement in tailoring solutions that are appropriate to their particular area.

Areas of Focus

1. Develop and support community leadership in all forms.
2. Increased volunteering opportunities.
3. Increased use of Participatory Budget approaches.
4. Promote and support Community Asset Transfer where appropriate.

REMIT FOR LEVENMOUTH Reconnected Oversight Group

OBJECTIVES

The objective of the Levenmouth Reconnected Blueprint is to

- a) Maximise the economic and social value of the new railway to the local area by using it as the stimulus to improve and integrate bus and active travel connectivity (as outlined in the Levenmouth Sustainable Travel Study 2019) and open the local communities of the wider Levenmouth area as places to live, work, visit, learn, play and grow.
- b) Develop initiatives and projects of an economic and social nature to build on the railway investment led opportunity now presented to deliver sustainable and inclusive growth.
- c) Integrate focus and spend across the Local Outcome Improvement Plan, Area community outcome improvement plan, related and separate programme outcomes within the same geography of Fife.

The Levenmouth Reconnected Oversight Group was established to oversee the delivery of these objectives.

Responsibilities

The responsibilities of the Oversight Group are to:

Develop the Levenmouth Reconnected Blueprint and keep under review until completion of the programme, or, cessation of the group, whichever is first.

Ensure the Levenmouth Reconnected Blueprint reflects the expectations, as referenced in the August 2019 announcement, re key aspects and the integration of travel options associated with the railway line and services.

Lead the delivery of the blueprint by allocating spend, agreeing and approving initiatives and proposals until all resources are allocated or programme completion.

Optimise the impact of the Levenmouth Reconnected Blueprint and, with stakeholders and partners, garner additional resources to support the strategy and identified interventions over the life of the programme

Secure a viable legacy for the wider Levenmouth area and communities from the investment associated with the delivery of the railway line and services

Oversee the activities of the officer working group through receiving regular reports on activity, exceptions and progress, establishing actions for the group and ensuring appropriate membership is maintained to facilitate delivery.

Ensure economic and social opportunities are maximised by the programme through the application and approval process with continued monitoring and evaluation and reporting of approved significant projects.

Levenmouth Reconnected Programme

Ensure climate action is taken that adapts to the effects of climate change whilst helping deliver our net zero target and maximises the quality of the built and natural environment.

Link with other programmes to the benefit of the locality and avoid duplication or the possibility of missed opportunities.

Receive regular reporting updates on progress and exceptions from the Programme Manager/ Chair of the Working Group.

Maintain an oversight of the blueprint programme in its broadest context relating to central Fife to maintain a dynamic element to its development.

Oversee the approach to engagement with the community and groups to ensure strong participation in the development and delivery of the blueprint.

Maintain a strong link and engagement with the local area committee for decision-making in support of the delivery of the blueprint activity and spend.

Membership

The Oversight Group will comprise the following appointments:

Keith Winter (Chair)	Executive Director - Enterprise & Environment	Fife Council
Ken Gourlay (Chair of the Officer Working Group)	Head of Assets, Transportation & Environment	Fife Council
Mike Enston	Executive Director – Communities	Fife Council
Elaine Morrison	Regional Director	Scottish Enterprise
Ian Buchanan	Chief Officer Compliance and Beyond	SEPA
TBC	Business Engagement & Regional Economic Development Team or Director with regional responsibility	Scottish Government
Alison Irvine	Director of Transport Strategy and Analysis	Transport Scotland
Caroline Warburton	Regional Leadership Director (East)	VisitScotland
James Ledgerwood	Head of Economic Development & Communities	Scotrail

Secretariat support – Mike Drever, Levenmouth Reconnected Programme Manager.
– John Mitchell, Service Manager, Sustainable Transport and parking.

Oversight Group members may call for support, as appropriate, and may call for substitutes, if required.

Meeting Frequency

Levenmouth Reconnected Programme

The group will meet quarterly at most. The dates for 2020 are set. Business can be conducted virtually between meetings as required.

Period of operation

The Oversight Group will cease to exist two years after the opening of the railway to passenger services. The Working Group and the Programme Manager post will each cease to exist at a point in time agreed with the Oversight Group.

Resources

The Programme Manager will be employed by Fife Council and the salary will be met from the £5 million allocated from the Transport Scotland Rail Directorate budget.

The authorisation of projects and associated expenditure will be determined by the Oversight Group. It is expected that all disbursement made by the Group will be supported by a proportionate business case and that any expenditure aspires to leverage match funding.

The £10m Blueprint fund can be used for capital and/or revenue purposes. If a project with revenue expenditure extends beyond the lifetime of the Blueprint or the availability of funds from the Blueprint, then a source of ongoing external funding ought to be secured.

The fund cannot exceed £10 million. There is no index-linking.

Spend approval routes

As the Council retains responsibility for the use of the grant monies as Grantee in terms of the Offer of Grant, all decisions on spend on this and other monies provided by the Council shall be subject to the satisfaction of the Council's Executive Director, Enterprise and Environment, that the spend is in line with the terms of the Grant Offer.

In general, in relation to the implementation of the Blueprint, matters such as procurement and employment shall be routed through the Council.

Review

The Oversight Group will review the remit annually to ensure that it remains fit for purpose and adapts to the period of delivery to reflect progress and shifts, in priorities.

REMIT FOR LEVENMOUTH RECONNECTED WORKING GROUP

Objectives

The overall objectives of the Levenmouth Reconnected Blueprint are to

- a) Maximise the economic and social value of the new railway to the local area by using it as the stimulus to improve and integrate bus and active travel connectivity (as outlined in the Levenmouth Sustainable Travel Study 2019) and open the local communities of the wider Levenmouth area as places to live, work, visit, learn, play and grow.
- b) Develop initiatives and projects of an economic and social nature to build on the railway investment led opportunity now presented to deliver sustainable and inclusive growth.
- c) Integrate focus and spend across the Local Outcome Improvement Plan, Area community outcome improvement plan, related and separate programme outcomes within the same geography of Fife.

The Levenmouth Reconnected Oversight Group was established to oversee the delivery of these objectives. The Levenmouth Reconnected Working Group was subsequently created with responsibility for the delivery of Blueprint and which reports to the Oversight Group.

Responsibilities

The responsibilities of the Working Group are to:

Develop and deliver the Levenmouth Reconnected programme to its completion or, cessation of the group, whichever is first.

Integrate connectivity options associated with the railway line and services that will receive the buy in from partners, businesses, and the community.

Lead the delivery of the blueprint by recommending initiatives and proposals to the Oversight Group until all resources are allocated or programme completion.

Ensure economic and social opportunities are maximised by the programme through the application and approval process with continued monitoring and evaluation and reporting of approved significant projects.

Ensure climate action is taken that adapts to the effects of climate change whilst helping deliver our net zero target and maximises the quality of the built and natural environment.

Provide a viable legacy for the wider Levenmouth area and communities from the investment associated with the delivery of the railway line and services.

Levenmouth Reconnected Programme

Provide regular reports on key activities, exceptions, and progress, establishing actions for group members and its subgroups as well as ensuring appropriate membership is maintained to facilitate delivery.

Receive regular reporting updates on progress and exceptions from the Programme Manager.

Link with other programmes such as the Leven programme and the Levenmouth Railway Reopening to the benefit of the locality and avoid duplication or the possibility of missed opportunities.

Ensure Levenmouth activity influences and links with Council and partner strategic approaches, including (but not limited to) the Plan4Fife, local community plan, spatial development plans (at Fife and regional level), City Region Deal activity and national and regional transport strategies.

Optimise the impact of the Levenmouth Reconnected Blueprint and, with stakeholders and partners, garner additional resources to support the strategy and identified interventions over the life of the programme

Engage with the community and groups to ensure strong participation in the development and delivery of the blueprint, encouraging local community ownership.

Maintain a strong link and engagement with the local area committee for decision-making in support of the delivery of the blueprint activity and spend.

Membership

The Working Group will comprise the following appointments:

Ken Gourlay (Chair)	Head of Assets, Transportation & Environment	Fife Council
Mike Drever	Programme Manager, Levenmouth Reconnected	Fife Council
John Mitchell	Service Manager, Sustainable Transport and Parking	Fife Council
Gordon Mole	Head of Business and Employability	Fife Council
Ian McCrory	Lead Professional, Economic Regeneration	Fife Council
David Paterson	Levenmouth Community Manager	Fife Council
Pauline Silverman	Programme Manager, River Leven	SEPA
Veronica Allan		Transport Scotland
Gemma McCluskey	Project Manager	SEPA
Lucy Denvir	Consultant in Public Health	NHS Fife
Anna Herriman	Senior Partnership Manager	SEStran
Eric Dawson	Planning Improvement	Scottish Government
Fiona Brown		Transport Scotland
Kirsty Rankin	Head of Strategic Partnerships	Sustrans Scotland
John Lauder		Sustrans Scotland
Caroline Warburton	Regional Leadership Director (East)	VisitScotland
Graeme Stewart	Senior Sponsor, Scotland's Railway	Network Rail
Gerry McQuade	Project Manager	Network Rail
James Ledgerwood	Head of Economic Development & Communities	Scotrail
Rhona McInroy	Forth Operations Manager	Scottish Natural Heritage
Jeremy Tinsley	General Manager	CPT UK – Scotland
Stuart Wilson	Team Leader - Place	Scottish Enterprise

Secretariat support – Jennifer Michie

Working Group members may call for support, as appropriate, and may call for substitutes, if required.

Meeting Frequency

The group will meet every 6 weeks. The dates for 2020 are to be circulated. Business can be conducted virtually between meetings as required.

Period of operation

The Working Group will cease to exist at a point in time agreed with the Oversight Group.

The programme is anticipated to run until 2026.

Resources

The Programme Manager will be employed by Fife Council and the salary will be met from the £5 million allocated from the Transport Scotland Rail Directorate budget.

The authorisation of projects and associated expenditure will be determined by the Oversight Group. It is expected that all disbursement made by the Group will be supported by a proportionate business case and that any expenditure aspires to leverage match funding.

The £10m Blueprint Fund can be used for capital and/or revenue purposes. If a project with revenue expenditure extends beyond the lifetime of the blueprint or the availability of funds from the Blueprint, then a source of ongoing external funding ought to be secured.

The fund cannot exceed £10 million. There is no index-linking.

Spend approval routes

Proposals to be submitted to the Oversight Group for consideration.

As the Council retains responsibility for the use of the grant monies as Grantee in terms of the Offer of Grant, all decisions on spend on this and other monies provided by the Council shall be subject to the satisfaction of the Council's Executive Director, Enterprise and Environment, that the spend is in line with the terms of the Grant Offer.

In general, in relation to the implementation of the Blueprint, matters such as procurement and employment shall be routed through the Council.

Review

The Working group will review the remit annually to ensure that it remains fit for purpose and adapts to the period of delivery to reflect progress and shifts, in priorities.

REMIT FOR LEVENMOUTH RECONNECTED TASK GROUP

Objectives

The overall objectives of the Levenmouth Reconnected are to

- a) Maximise the economic and social value of the new railway to the local area by using it as the stimulus to improve and integrate bus and active travel connectivity (as outlined in the Levenmouth Sustainable Travel Study 2019) and open the local communities of the wider Levenmouth area as places to live, work, visit, learn, play and grow.
- b) Develop and encourage initiatives and projects of an economic and social nature to build on the railway investment led opportunity now presented to deliver sustainable and inclusive growth.
- c) Integrate focus and spend across the Local Outcome Improvement Plan, Area community outcome improvement plan, related and separate programme outcomes within the same geography of Fife.

The Levenmouth Reconnected Task Group has been created with responsibility for seeking initiatives / proposals from the wider Levenmouth community and assisting in their development that leads to a funding submission through the Working Group.

Responsibilities

The responsibilities of the Task Group are to:

- 1) Engage with the wider Levenmouth community, its groups, local people and businesses to ensure strong participation in the development and delivery of the programme, encouraging local community ownership.
- 2) Maintain a strong link and engagement with the local area committee for decision-making in support of the delivery of the programme activity and spend.
- 3) Assist in the development of the Levenmouth Reconnected programme to its completion or, cessation of the group, whichever is first. This will be done by proposing and developing initiatives / proposals that ensure local relevance and ownership. These will seek to maximise the economic and social opportunities by the programme allowing their continued monitoring and evaluation and reporting of approved significant projects.
- 4) As part of developing initiative / proposals these should encourage climate action to be taken that adapts to the effects of climate change whilst helping to deliver our net zero target and maximise the quality of the built and natural environment, where applicable.
- 5) Support the delivery of the programme by championing initiatives and proposals to the Oversight Group until all resources are allocated or programme completion.

Levenmouth Reconnected Programme

- 6) Integrate connectivity options associated with the railway line and services that will receive the buy in from partners, businesses, and the community.
- 7) Provide a viable legacy for the wider Levenmouth area and communities from the investment associated with the delivery of the railway line and services.
- 8) Provide regular reports on key activities, exceptions, and progress, establishing actions for group members and its subgroups as well as ensuring appropriate membership is maintained to facilitate delivery.
- 9) Receive regular reporting updates on progress from the Programme Manager.
- 10) Link with other programmes such as the River Leven programme and the Levenmouth Railway Reopening to the benefit of the locality and avoid duplication or the possibility of missed opportunities.
- 11) Ensure Levenmouth activity influences and links with Council and partner strategic approaches, including (but not limited to) the Plan4Fife, local community plan, spatial development plans (at Fife and regional level), City Region Deal activity and national and regional transport strategies.

Membership

The Task Group will comprise the following appointments:

Cllr Ken Caldwell (Chair)	Convener of Levenmouth local area committee	Elected member, ward 23
Cllr Colin Davidson		Elected member, ward 22
Cllr Alistair Suttie		Elected member, ward 22
Cllr David Graham		Elected member, ward 23
Cllr John O'Brien		Elected member, ward 23
Cllr David Alexander	Co-leader of fife council	Elected member, ward 22
Cllr Ryan Smart		Elected member, ward 23
Cllr Graham Ritchie		Elected member, ward 22
Ross Bennet	Treasurer of LMRC	LMRC
Eugene Clark	Chair of LMRC	LMRC
Gloria Gibson		LMRC
Elizabeth McGuire		LMRC
Allen Armstrong	Secretary of LMRC	LMRC / CLEAR Buckhaven & Methil
Ken Haig		LMRC / CLEAR Buckhaven & Methil
David Andrews		LMRC
Peter Aitken		Largo Community Council
Michael Morris		Leven Community Council
Jim Young		East Wemyss and McDuff Community Council
Janice Munro		Kennoway Community Council
TBC		Methil Community Council

The Task Group guests will comprise the following appointments:

Ken Gourlay	Head of Assets, Transportation & Environment	Fife Council
Michael Drever (Secretariat support)	Programme Manager, Levenmouth Reconnected	Fife Council
John Mitchell (Secretariat support)	Service Manager, Sustainable Transport and Parking	Fife Council
David Paterson	Levenmouth Community Manager	Fife Council
Graeme Stewart	Senior Sponsor, Scotland's Railway	Network Rail
Pauline Silverman	Programme Manager, River Leven	SEPA
Robert Graham	Team Manager, Community Development	Fife Council

Levenmouth Reconnected Programme

Task Group members may call for support, as appropriate, and may call for substitutes, if required. Once group membership has matured and suitable cross community/stakeholder representation met an aspiration is for one person representing each group / body, where practical.

The creation of any subgroup will be the result of an action raised at the 8 weekly meeting or sought virtually between this period.

Meeting Frequency

The group will meet every 8 weeks. The dates for 2020 are to be circulated. Business can be conducted virtually between meetings as required.

Period of operation

The Task Group will cease to exist at a point in time agreed with the Oversight Group.

The programme is anticipated to run until 2026.

Resources

The Programme Manager will be employed by Fife Council and the salary will be met from the £5 million allocated from the Transport Scotland Rail Directorate budget.

The authorisation of projects and associated expenditure will be determined by the Oversight Group. It is expected that all disbursement made by the Group will be supported by a proportionate business case and that any expenditure aspires to leverage match funding.

The £10m Fund can be used for capital and, in part for revenue purposes. If a project with revenue expenditure extends beyond the lifetime of the programme or the availability of funds from the blueprint, then a source of ongoing external funding ought to be secured.

The fund cannot exceed £10 million. There is no index-linking.

Spend approval routes

Suitable proposals to be submitted to the Oversight Group for consideration by the working group.

As the Council retains responsibility for the use of the grant monies as Grantee in terms of the Offer of Grant, all decisions on spend on this and other monies provided by the Council shall be subject to the satisfaction of the Council's Executive Director, Enterprise and Environment, that the spend is in line with the terms of the Grant Offer.

In general, in relation to the implementation of the programme, matters such as procurement and employment shall be routed through the Council.

Review

The Task group will review the remit annually to ensure that it remains fit for purpose and adapts to the period of delivery to reflect progress and shifts, in priorities.

DRAFT

2 December 2020

Agenda Item No. 07

Common Good Funds Annual Report 2019-2020

Report by: Eileen Rowand, Executive Director, Finance & Corporate Services

Wards Affected: 22 and 23

Purpose

The purpose of this report is to advise members of the current status of the Common Good Funds in the area and relevant fund activities over the financial year 2019-2020.

Recommendations

Members are asked to:

1. note the information contained in the relevant appendices for the various Common Good funds; and
2. offer comments as appropriate on the information provided.

Resource Implications

The additional work to produce these reports has been resourced from within Finance & Corporate Services Directorate.

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

Consultation has taken place with Assets, Transportation and Environment Services and Fife Cultural Trust.

1.0 Background

- 1.1 Annual reporting is one of a suite of measures designed to ensure that Fife's Common Good Funds are managed and reported in a way that reflects best value for the organisation.
- 1.2 Historically, the Common Good Fund has comprised both capital and revenue balances. The capital balance consists of fixed assets which are heritable property and investments. The revenue balance comprises current assets held in the Council's accounts on behalf of the relevant fund.

2.0 Common Good Fund - Key Elements

2.1 Revenue Account

2.1.1 Income

The cash income received during the financial year is mainly from rents, interest on investments and internal interest. Income from net gain on revaluation is a result of the revaluation of the funds investments at the year end.

2.1.2 Expenditure

In line with the Council's agreed policy, the first call on the Common Good Fund is maintenance of Common Good property. Disbursements/donations and other expenses are also funded from the Common Good Fund.

The amount spent on property costs and disbursements/donations are detailed within the notes to the accounts for the individual Common Good Funds.

The net effect of the income and expenditure on a Common Good account results in a surplus or deficit for the particular year. This amount is then transferred to balances.

3.0 Balance Sheet

3.1 Fixed Assets

3.1.1 Heritable Property

Heritable Property comprises land and buildings held on Common Good accounts, in the main this is municipal buildings and recreational land of various kinds.

The attached accounts reflect the assets held on the Common Good Balance sheet as at 31st March 2020. A complete list of all Common Good assets relative to this Area is also attached at Appendix 1(b).

3.1.2 Investments

In addition to heritable property, each Common Good Fund also has investments. These investments form part of the funds capital balances. Investments are made using the Council's standard investment strategy to maximise income to the fund.

The heritable property and investments represent the capital balances.

3.2 Current Assets

The Advance to Loans Fund comprises monies held in the Council's bank account which receive internal interest from Fife Council.

The advance to loans fund, plus debtors and less creditors, represents the revenue balances.

The revenue account and balance sheet form the financial accounts for the Common Good Fund and this is attached as Appendix 1 to this report.

4.0 Moveable Property

- 4.1 Moveable property held as part of the Common Good comprises everything that is not land or buildings, e.g. Council Chains of Office, furniture, ceremonial robes and so on. The Local Services Network and Museums and Libraries can provide a list of this moveable property if required.

5.0 Conclusions

- 5.1 This report and its appendices are intended to give Members greater information on the relevant Common Good Funds.

List of Appendices

1. Levenmouth Area Common Good fund Annual Reports 2019-20 (incorporating as Appendix 1(a) A-B the financial statements 2019-20 and as Appendix 1(b) the schedule of heritable property).

A – Buckhaven & Methil

B - Leven

Background Papers

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

- Fife Council Annual Accounts 2019-20

Report Contacts

Eleanor Hodgson

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Community Manager, Levenmouth

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Telephone: 03451 55 55 55 493928 Email – David.Paterson@fife.gov.uk

**BUCKHAVEN & METHIL COMMON GOOD FUND
ANNUAL REPORT 2019-20**

1. Overall Position

The fund comprises capital and revenue balances. The capital balances comprise investments totalling £1,197. The revenue balances comprise the Advance to Loans Fund plus debtors less creditors totalling £234. The total balances of Buckhaven & Methil Common Good are £1,431 as shown in Appendix 1(a).

2. Key Issues in Financial Year 2019-20

2.1 Income

Total income for 2019-20 is £66 (2018-19 £62).

Expenditure

Total expenditure for 2019-20 is NIL (2018-19 NIL).

3. Management of Assets

3.1 There are no leased sites in Buckhaven & Methil.

4. Value of Fund

4.1 The total value of the fund has decreased in 2019-20 by £199 as shown in Appendix 1(a).

**LEVEN COMMON GOOD FUND
ANNUAL REPORT 2019-20**

1. Overall Position

The fund comprises capital and revenue balances. The capital balances comprise heritable property and investments totalling £366,620. The revenue balances comprise the Advance to Loans Fund plus debtors less creditors totalling £19,603. The total balances of Leven Common Good are £386,223 as shown in Appendix 1(a).

2. Key Issues in Financial Year 2019-20

2.1 Income

Total income for 2019-20 is £11,435 (2018-19 £10,799).

2.2 Expenditure

Total expenditure for 2019-20 is £34,375 (2018-19 £8,353).

3. Management of Assets

3.1 There is one leased site in Leven, this is Leased to Fife Voluntary Action and is £400 per annum.

4. Value of Fund

4.1 The total value of the fund in 2019-20 decreased by £66,770 as shown in Appendix 1(a).

COMMON GOOD FUNDS - BUCKHAVEN & METHIL COMMON GOOD

Appendix 1(a)-A

Revenue Account Year Ended 31st March 2020

2018/19		2019/20
	Income:	
0.00	Rents	0.00
0.00	Interest on Revenue Balances	0.77
61.91	External Interest	65.35
0.00	Other Income	0.00
<u>61.91</u>	Total Income	<u>66.12</u>
	Expenditure:	
0.00	Property Costs	0.00
0.00	Donations	0.00
0.00	Other Expenditure	0.00
0.00	Depreciation & Impairment	0.00
<u>0.00</u>	Total Expenditure	<u>0.00</u>
61.91	Surplus / (Deficit) for Year	66.12
0.00	Add Funding from Reval Reserve	0.00
<u>61.91</u>	Amended Surplus (Deficit) for year	<u>66.12</u>

Balance Sheet as at 31st March 2020

	Fixed Assets:	
0.00	Heritable Property	0.00
1,462.01	Investments	1,197.16
	Current Assets:	
153.10	Advance to Loans Fund	218.51
14.56	Sundry Debtors	15.27
	Less Current Liabilities:	
0.00	Creditors	0.00
167.66	Net Current Assets	233.78
<u>1,629.67</u>	Net Assets	<u>1,430.94</u>
	Financed By:-	
-1,629.67	Useable Reserves	-1,430.94
0.00	Unusable Reserves	0.00
<u>-1,629.67</u>		<u>-1,430.94</u>

COMMON GOOD FUNDS - LEVENMOUTH COMMON GOOD

Appendix 1(a)-B

Revenue Account Year Ended 31st March 2020

2018/19		2019/20
	Income:	
400.00	Rents	400.00
152.87	Interest on Revenue Balances	219.40
10,246.11	External Interest	10,815.99
0.00	Other Income	0.00
<u>10,798.98</u>	Total Income	<u>11,435.39</u>
	Expenditure:	
0.00	Property Costs	1,300.00
102.50	Donations	16,359.00
0.00	Other Expenditure	8,466.00
8,250.00	Depreciation & Impairment	8,250.00
<u>8,352.50</u>	Total Expenditure	<u>34,375.00</u>
2,446.48	Surplus / (Deficit) for Year	-22,939.61
8,250.00	Add Funding from Reval Reserve	8,250.00
<u>10,696.48</u>	Amended Surplus (Deficit) for year	<u>-14,689.61</u>

Balance Sheet as at 31st March 2020

	Fixed Assets:	
176,750.00	Heritable Property	168,500.00
241,949.94	Investments	198,119.51
	Current Assets:	
31,883.66	Advance to Loans Fund	17,075.87
2,409.44	Sundry Debtors	2,527.62
	Less Current Liabilities:	
0.00	Creditors	0.00
34,293.10	Net Current Assets	19,603.49
<u>452,993.04</u>	Net Assets	<u>386,223.00</u>
	Financed By:-	
-276,243.04	Useable Reserves	-217,723.00
-176,750.00	Unusable Reserves	-168,500.00
<u>-452,993.04</u>		<u>-386,223.00</u>

Buckhaven Common Good Asset List as 31/03/20

SRN	Asset Name	Address	Town	Extent
000725	Muiredge Park	Methilhaven Road	Buckhaven	Whole asset
000726	Sandwell Street Park	Sandwell Street	Buckhaven	Most of asset
006130	Buckhaven Burgh Chambers	1 College Street	Buckhaven	Whole asset

Leven Common Good Asset List as 31/03/20

SRN	Asset Name	Address	Town	Extent
000497	Greig Institute	Forth Street	Leven	Whole asset
000621	Leven Bowling Club	The Links	Leven	Whole asset
000627	Thistle Golf Course	Leven Links	Leven	Most of asset
000628	Scoonie Golf Course	Links Road	Leven	Whole asset
000748	Links Park & Beach	Promenade	Leven	Whole asset
000750	Letham Glen	Scoonie Brae	Leven	Whole asset
004184	Leven Public Convenience	Promenade	Leven	Whole asset
005942	Promenade Car Park	Promenade	Leven	Whole asset
006153	Carberry House	Scoonie Road	Leven	Whole asset
101004	Festival Gardens	Promenade	Leven	Whole asset

2 December 2020

Agenda Item No. 08

Area Capital Update Report 2020-2021

Report by: Eileen Rowand, Executive Director, Finance & Corporate Services

Wards Affected: 22 and 23

Purpose

The purpose of this report is to advise members of the current status of the additional capital investment awarded to Levenmouth area in the 2017-20 budget.

Recommendations

Members are asked to:

1. note the information contained in the report and the relevant appendices for the Capital funding allocations

Resource Implications

Resources are available per the capital allocations agreed in the 2017-20 budget round.

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

None

1.0 Background

- 1.1 The purpose of this report is to advise members of the progress of the additional Capital Investment received for the Communities Directorate in the 2017-20 budget.
- 1.2 Investment totalling £6.3m has been allocated between the 7 different geographical boundaries of Fife covering multiple years.
- 1.3 By area, this equates to £0.200m in 17-18 and a further £0.200m in 18-19 to each area combined with an allocation of £0.500m to each area to Improve Health through Leisure and sport over a 5 year period. This provides a total of £0.900m per area.

2.0 Governance

- 2.1 On 28th March 2017, the Executive Committee approved revised governance and scrutiny arrangements for the additional capital investment. At that meeting the Committee approved the following:
 - Area Capital Budgets will be managed through the existing delegated authority for local community planning budgets to Area Committees;
 - All projects including project business plans and allocations will be approved by each Area Committee;
 - As the funding is capital in nature, certain criteria is required to be met in terms of the type of project that can be funded. In addition to the guidance around what is capital in nature, projects should meet a recognised priority within the Local Community Plan;
 - A short project outline template will be developed for each bid and will provide details on funding requested (including match funding), expected outcomes and capital criteria eligibility.
- 2.2 A bi annual report will be presented to each Area Committee to update members on the progress on all approved projects and the level of funds that are still available for future allocation. This report is the second report to be presented for Levenmouth Area Committee and outlines the budget allocations and progress to date.

3.0 Progress to Date

- 3.1 Following the initial delay described above multiple projects have now been through the various processes and are now underway. Details of which are in appendix 1.
- 3.2 A total of £0.900m has been approved for Levenmouth area to date and Appendix 1 provides details of these. This includes £0.025m of external funding sourced.
- 3.3 £0.000m remains unallocated at this stage for Levenmouth Area

4.0 Conclusions

- 4.1 This report and its appendices are intended to give Members information on Area Capital Investment for the Levenmouth area.

List of Appendices

1. Project Detail.

Report Contacts

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Telephone: 03451 55 55 55 493928 Email – David.Paterson@fife.gov.uk

		Further spilt of budget	Appendix 1
	£m	£m	
Levenmouth Area Capital Funding 2017-19	0.400		
Approved Projects	Budget		Progress
Silverburn PARK - Corriemar Safety Fencing	0.010		
Barony Path, East Wemyss	0.010		Approved at Committee 20/9/17
Kennoway Cemetery	0.020		Approved at Committee November 2017
Access and amenity improvements	0.040		Approved at Committee April 18
Methil Community Centre		0.026	Total cost of project including external funding
The Centre Leven		0.026	Total cost of project including external funding
Savoy Sports Hal		0.015	Total cost of project including external funding
Sailors Rest		0.015	Total cost of project including external funding
Sandy Brae Centre		0.015	Total cost of project including external funding
Buckhaven foreshore improvements	0.040		Phase 1 - Approved at Committee 22/08/18
Buckhaven foreshore	0.006		Approved
Letham Glen	0.006		Approved
Fern Hill	0.006		Approved
Silverburn Core footpath improvements	0.008		Phase 1 - Approved at Committee 22/08/18
Promenade play area improvements (opposite Festival Gardens)	0.025		Phase 1 - Approved at Committee 22/08/18
Brick Planters Leven Promenade	0.010		Approved at Committee 3/10/18
Arden House	0.024		Approval at Committee 3/10/18
Buckhaven Community Kitchen	0.028		Approved
Scoonie Golf Course	0.010		Approved
Promenade Disabled Assets	0.015		Approved
Kennoway Cemetery Phase 2	0.015		Approved
Kennoway Den	0.030		Approved
Silverburn Flax Mill	0.060		Approved
Bishop Court Upgrade	0.020		
Pump Track contribution	0.017		
Total Allocated to Projects	0.400		
Remaining balance	0.000		
Improving Health through Leisure and Sport 17-22	0.500		
Approved Projects	Budget		Progress
External Funding to date	0.025		
Victoria Park Play improvements (Lundin Links)	0.010		Approved at Committee 7/3/18
Letham Glen play area	0.035		Phase 1 - Approved at Committee 22/08/18
Victoria Park (additional)	0.080		Phase 1 - Approved at Committee 22/08/18
Massnae Brae	0.006		Phase 1 - Approved at Committee 22/08/18
Balcurvie Play area	0.010		Phase 1 - Approved at Committee 22/08/18
Haugh Park play area	0.040		Phase 1 - Approved at Committee 22/08/18
Herd lark play area	0.060		Phase 1 - Approved at Committee 22/08/18
Leven skate park	0.010		Phase 1 - Approved at Committee 22/08/18
Leven Beach play area	0.040		Phase 2 - Approved at Committee 22/08/18
Castle Terrace play area	0.080		Phase 2 - Approved at Committee 22/08/18
Castle Terrace east play area removal	0.006		Phase 2 - Approved at Committee 22/08/18
Castle Crescent play area	0.006		Phase 2 - Approved at Committee 22/08/18
Buckhaven Foreshore	0.030		Phase 2 - Approved at Committee 22/08/18
Daisy Park Play area	0.100		Phase 2 - Approved at Committee 22/08/18
Ashgrove play area removal	0.006		Phase 2 - Approved at Committee 22/08/18
Simon crescent play area	0.006		Phase 2 - Approved at Committee 22/08/18
Total Allocated to Projects	0.525		
Remaining balance	0.000		

2 December 2020

Agenda Item No. 09

Street Naming and Numbering Consultation

Report by: Gordon Mole, Head of Business and Employability

Wards Affected: (Ward 22) Buckhaven, Methil and Wemyss Villages

Purpose

Under Section 97 of the Civic Government (Scotland) Act 1982, this report proposes that the name 'Kirkland Parade' be approved as a new street name at the development on land at the former Kirkland High School in Methil. A copy of the site plan for the development is appended showing the layout of the new street.

Recommendation(s)

It is recommended that the new street name "Kirkland Parade" is adopted for the Fife Health & Social Care Partnership development at on land at the former Kirkland High School in Methil.

Resource Implications

There are no Resource Implications associated with this report.

Legal & Risk Implications

There are no Legal & Risk Implications associated with this report.

Policy & Impact Assessment

There is no Policy & Impact Assessment required for this report.

Consultation

The developer (Fife Health & Social Care Partnership) was consulted on the 14.01.2020 and provided suggestions to be considered by elected ward members.

The local Community Council (Methil Community Council) was consulted on the 21.01.2020 and no suggestions were received.

The elected ward members (councillor Ken Caldwell, councillor David Graham, councillor John O'Brien, and, councillor Ryan Smart) were consulted on the 18.02.2020.

The preferred street name for the new development is "Kirkland Parade" which has been approved by the elected ward members. The suggestion 'Kirkland' was originally proposed by the developer and all the local elected ward members support its use. Kirkland Parade was the elected ward councillors preferred option.

The proposed name "Kirkland Parade" conflicts with Street Naming and Numbering Policies and Procedures paragraph 2.12 "The same street name repeated with different endings" (such as Kirkland Road, Drive, Walk, and Gardens) and will therefore be referred to the Levenmouth Area Committee for decision.

1.0 Background

- 1.1 One new street name is required for the road serving the residential development at land at land at the former Kirkland High School in Methil.
- 1.2 "Kirkland Parade" commemorates local history and culture and strengthens neighbourhood identity.
- 1.3 The proposed name "Kirkland Parade" conflicts with Street Naming and Numbering Policies and Procedures paragraph 2.12 "The same street name repeated with different endings" and will therefore be referred to the Levenmouth Area Committee for decision.

2.0 Conclusions

- 2.1 The proposed street name for this development commemorates local history and culture and strengthens neighbourhood identity. It is for the Levenmouth Area Committee to decide on final approval of "Kirkland Parade" as an exception to the Street Naming and Numbering Policies and Procedures paragraph 2.12 "The same street name repeated with different endings".

List of Appendices

1. Location plan: L_20001 Streetmap

Background Papers

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

- Fife Council Street Naming and Numbering – Policy and Procedures document dated November 2018.
- Planning application proposed site plan, drawing number '0(PL)003' dated 'May 2019'.

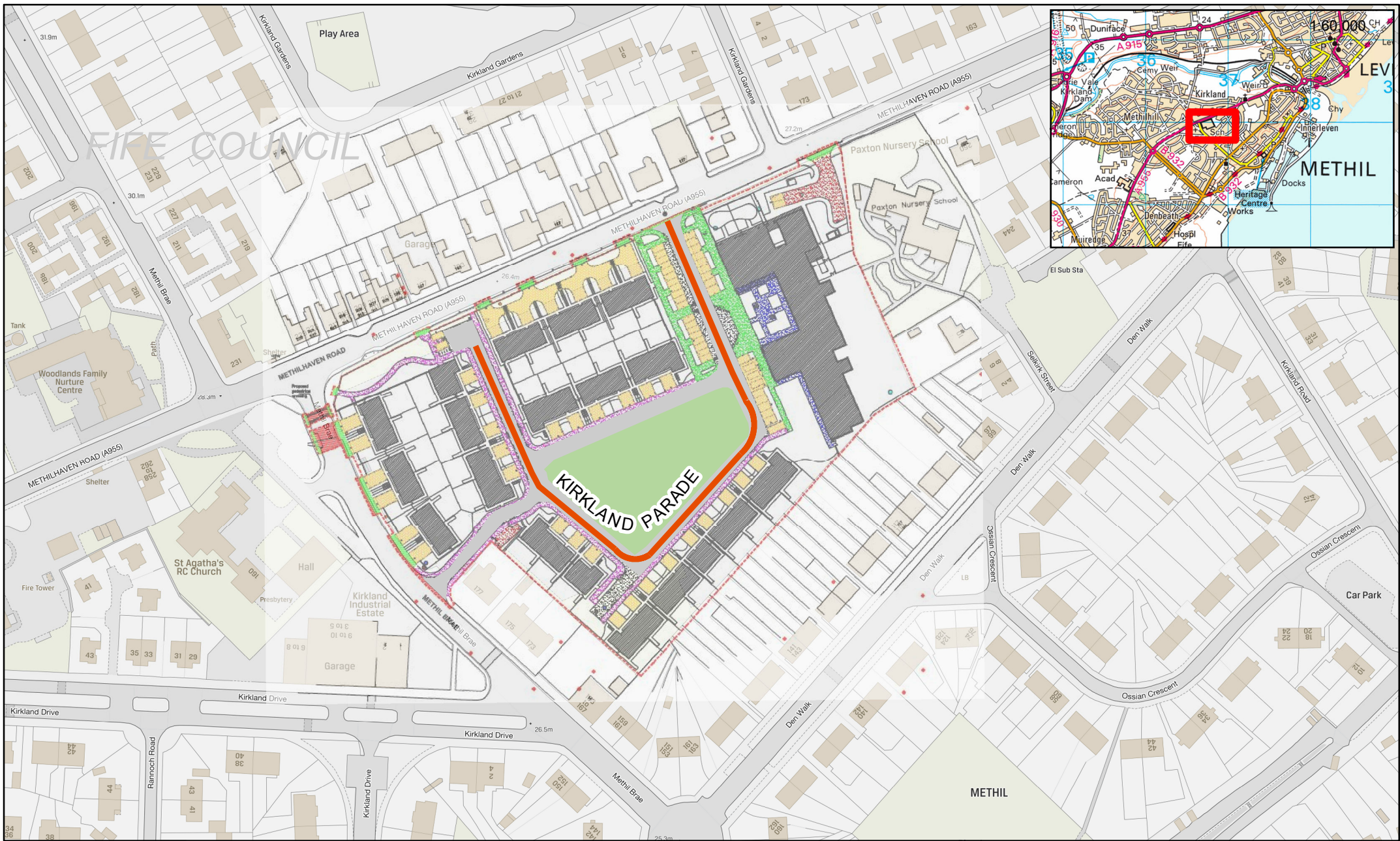
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Fife Council - Street Naming & Numbering
 ONE NEW STREET TO BE NAMED: KIRKLAND PARADE
 land at former Kirkland high school
 Methil - 19/01378/FULL

Business & Employability
<http://www.fife.gov.uk/addressing>
 Fife Property Gazetteer - 9th November 2020

Area Committee: Levenmouth

Ward:
 Buckhaven, Methil
 and Wemyss Villages

Community Council: Methil



1:2,000

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2 December 2020

Agenda Item No. 10

Street Naming and Numbering Consultation

Report by: Gordon Mole, Head of Business and Employability

Wards Affected: (Ward 22) Buckhaven, Methil and Wemyss Villages

Purpose

Under Section 97 of the Civic Government (Scotland) Act 1982, this report proposes that the name 'Steelworks Place' is approved as a new street name at the development site on land to the west of Methil Brae. A copy of the site plan for the development is appended showing the layout of the new street.

Recommendation(s)

It is recommended that the new street name "Steelworks Place" is adopted for the "Richard Street Ltd" development at 'land to the west of Methil Brae'.

Resource Implications

There are no Resource Implications associated with this report.

Legal & Risk Implications

There are no Legal & Risk Implications associated with this report.

Policy & Impact Assessment

There is no Policy & Impact Assessment required for this report.

Consultation

The developer (Richard Street Ltd) was consulted on the 04.09.2020 and no suggestions were received.

The local Community Council (Methil Community Council) was consulted on the 04.09.2020 and no suggestions were received.

The elected ward members (councillor Ken Caldwell, councillor David Graham, councillor John O'Brien, and, councillor Ryan Smart) were consulted on the 05.10.2020. During the consultation street name suggestions were proposed by each of the ward councillors.

The preferred street name for the new development is "Steelworks Place" which has been approved by the elected ward members. A suggestion making reference to the steelworks was first proposed by Councillor Ryan Smart.

The proposed name "Steelworks Place" conflicts with Street Naming and Numbering Policies and Procedures paragraph 2.12 "The same street name repeated with different endings" (there is an existing street name of Steelworks Brae) and will therefore be referred to the Levenmouth Area Committee for decision.

1.0 Background

- 1.1 One new street name is required for the road serving the residential development at land at land to the west of Methil Brae.
- 1.2 "Steelworks Place" commemorates local history and culture and strengthens neighbourhood identity.
- 1.3 The proposed name "Steelworks Place" conflicts with Street Naming and Numbering Policies and Procedures para 2.12 "The same street name repeated with different endings" and is therefore being referred to the Levenmouth Area Committee for decision.

2.0 Conclusions

- 2.1 The proposed street name for this development commemorates local history and culture and strengthens neighbourhood identity. It is for the Levenmouth Area Committee to decide on final approval of "Steelworks Place" as an exception to the Street Naming and Numbering Policies and Procedures paragraph 2.12 "The same street name repeated with different endings".

List of Appendices

1. Location plan: L_20008 Streetmap

Background Papers

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

- Fife Council Street Naming and Numbering – Policy and Procedures document dated November 2018.
- Site plan as proposed, drawing number 'h.1550 al (0) 03 l' dated 'May 2019'.

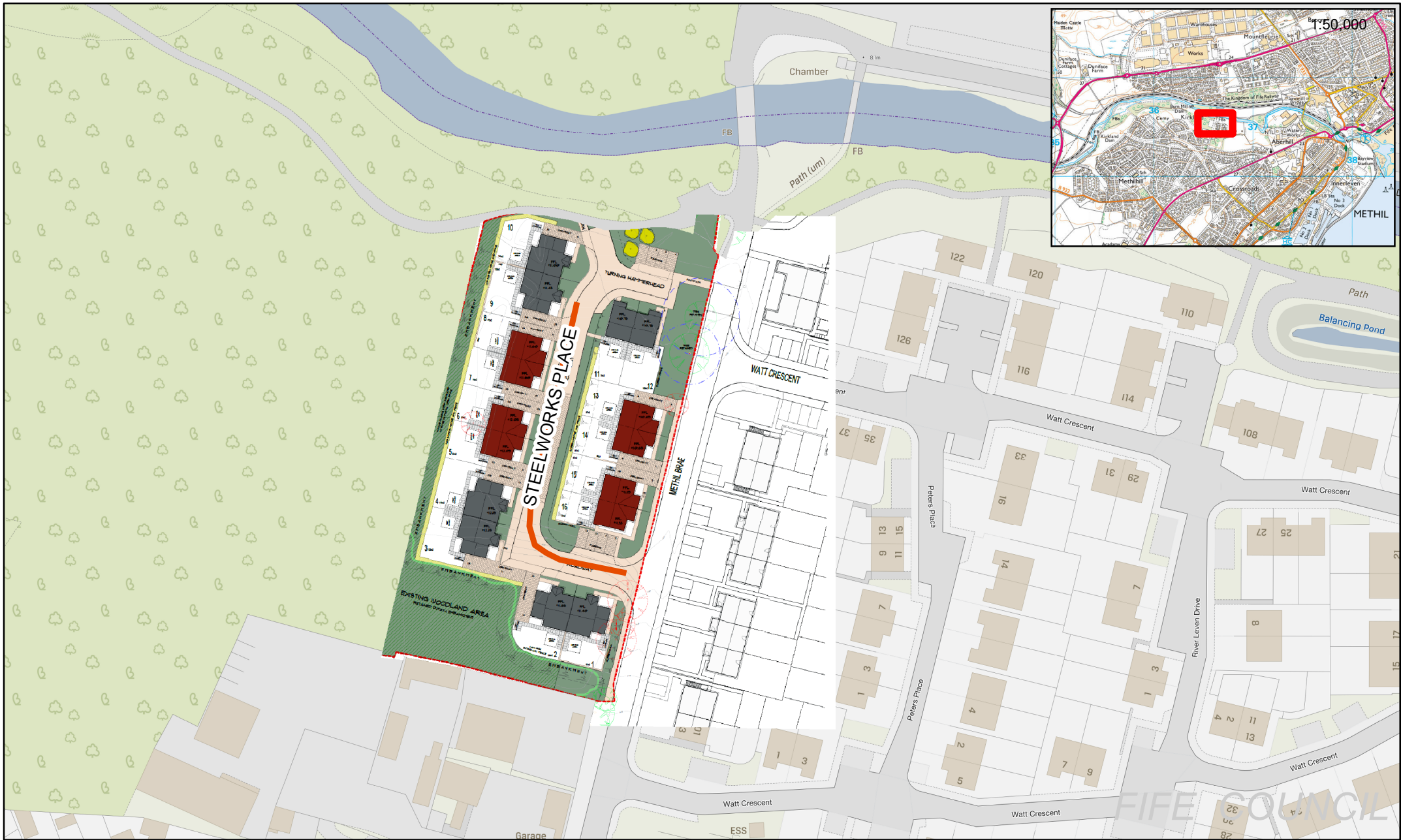
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Business & Employability
<http://www.fife.gov.uk/addressing>
 Fife Property Gazetteer - 9th November 2020

Fife Council - Street Naming & Numbering

One new street to be named: STEELWORKS PLACE
 Land to the west of Methil Brae (18/03685/FULL)

Area Committee: Levenmouth

Ward:
 Buckhaven, Methil
 and Wemyss Villages

Community Council: Methil



1:1,250

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2nd December 2020

Agenda Item No. 11

Street Naming and Numbering Consultation

Report by: Gordon Mole, Head of Business and Employability

Wards Affected: (Ward 21) Leven, Kennoway, and Largo

Purpose

Under Section 97 of the Civic Government (Scotland) Act 1982, this report proposes that the name 'Crusoe Court' be approved as a new street name at the development on land in Lower Largo. A copy of the site plan for the development is appended showing the layout of the new street.

Recommendation(s)

It is recommended that the new street name "Crusoe Court" is adopted for the Fife Health & Social Care Partnership development on land in Lower Largo.

Resource Implications

There are no Resource Implications associated with this report.

Legal & Risk Implications

There are no Legal & Risk Implications associated with this report.

Policy & Impact Assessment

There is no Policy & Impact Assessment required for this report.

Consultation

The developer (Quale Homes) was consulted on 7th July 2020 and provided suggestions to be considered by elected ward members.

The local Community Council (Largo Area Community Council) was consulted on 27th July 2020 and no suggestions were received.

The elected ward members (Councillor David Alexander, Councillor Colin Davidson, Councillor Graham Ritchie, and Councillor Alistair Suttie) were consulted on 4th September 2020.

The preferred street name for the new development is “Crusoe Court” which has been approved by the elected ward members. The suggestion was originally proposed by the developer and the local elected ward members have no objections to its use.

The proposed name “Crusoe Court” conflicts with Street Naming and Numbering Policies and Procedures paragraph 2.12 “The same street name repeated with different endings” (existing street name of Crusoe Gardens) and will therefore be referred to the Levenmouth Area Committee for decision.

1.0 Background

- 1.1 One new street name is required for the road serving the residential development at land in Lower Largo.
- 1.2 “Crusoe Court” commemorates local history and culture, and strengthens neighbourhood identity.
- 1.3 The proposed name “Crusoe Court” conflicts with Street Naming and Numbering Policies and Procedures paragraph 2.12 “The same street name repeated with different endings” and will therefore be referred to the Levenmouth Area Committee for decision.

2.0 Conclusions

- 2.1 The proposed street name for this development commemorates local history and culture and strengthens neighbourhood identity. It is for the Levenmouth Area Committee to decide on final approval of “Crusoe Court” as an exception to the Street Naming and Numbering Policies and Procedures paragraph 2.12 “The same street name repeated with different endings”.

List of Appendices

1. Location plan: N_20032 Streetmap

Background Papers

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

- Fife Council Street Naming and Numbering – Policy and Procedures document dated November 2018.
- Planning application 19/00305/full

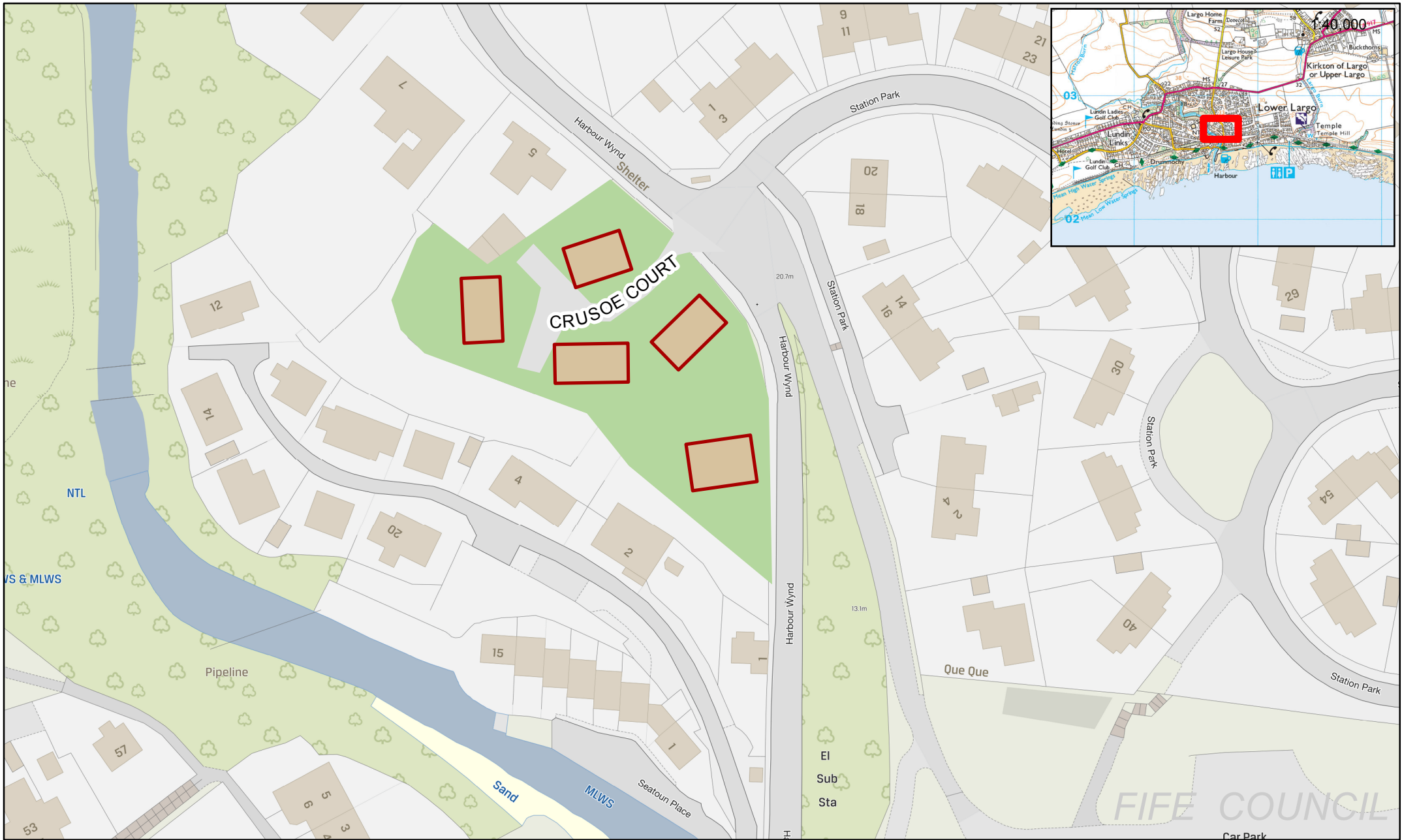
Report Contact

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FIFE COUNCIL
Car Park



Business and Employability
<http://www.fife.gov.uk/addressing>
 Fife Property Gazetteer - 12th November 2020

Fife Council - Street Naming & Numbering

ONE NEW STREET TO BE NAMED: CRUSOE COURT

Consultation reference: L_20013

Land in Lower Largo (planning reference: 19/00305/FULL)

Area Committee:
 LEVENMOUTH
 Ward:
 LEVEN, KENNOWAY AND L
 LARGO
 Community Council:
 LARGO AREA



1:1,000

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2 December 2020

Agenda Item No. 12

PROPERTY TRANSACTIONS

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

Wards Affected: 21 & 22

Purpose

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

Recommendation(s)

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

Resource Implications

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

Legal & Risk Implications

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

Impact Assessment

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

Consultation

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

1.0 Background

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

2.0 Transactions

2.1 Disposals

2.1.1 Disposal of 375.70 sqm. of additional ground at Durham Hall, Durham Wynd, Lower Largo

Date of Sale: 29 October 2020
Price: £5,500
Purchaser: The Trustees for the Largo Parish Church of Scotland
Congregation

3.0 Conclusions

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

List of Appendices

1. N/A

Background Papers

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

N/A

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Levenmouth Area Committee of 27 January 2021			
Title	Service(s)	Contact(s)	Comments
Windygates Bowling Club Flooring Funding Request	Communities and Neighbourhoods Service	David Paterson	Added to WP as per D Paterson E-Mail 04.08.20
Community Trade Hub - Update and Interreg Funding Request			Move to January 2021
Gingerbread post committee briefing session			Added to WP as per D Paterson email 23.11.20
Improving Levenmouth Together 2021			Paul Gillespie - Police Scotland added to WP as per D Paterson email 19.11.20

Levenmouth Area Committee of 24 March 2021			
Title	Service(s)	Contact(s)	Comments
Silverburn Flax Mill project update		David Paterson	Added to WP as per D Paterson email 19.11.20

Unallocated			
Title	Service(s)	Contact(s)	Comments
Local Community Planning Budget Request - Spinning Songs	Communities and Neighbourhoods Service	Louise G Bell	Per email received 19.3.19 Vivienne McBride.Per pre agenda meeting 12.6.19 removed from agenda for 26th June meeting.
Fife Sports & Leisure Trust Update Report - Leven Pool	Fife Sports & Leisure Trust (FSLT)	Andy Maclellan	Moved from May 2020 committee cancelled. moved from Oct 2020 as closed due to covid-19 as per email Sept 2020.
Health & Social Care Partnership Report - Local Priorities	Health and Social Care	John G Thomson	

Unallocated			
Title	Service(s)	Contact(s)	Comments
Area Roads Programme Update 2021-2022	Assets, Transportation and Environment	Frances Ratcliffe, Ian Smart, Paul Hocking, Neil Watson	Annual update to be presented to committee around April each year. Contacts updated 28.10.19 as no longer Nigel HamptonNext due before March 2021
Pupil Equity Funding Update	Education and Children's Services	Shelagh McLean	Removed from June as update will now be provided after out of Committee meeting takes place on 12th September 2019 - as per D Paterson.
Levenmouth Town Twinning Update Report	Communities and Neighbourhoods Service	David Paterson	Per email D Paterson 5.9.18
Levenmouth Community Enterprise Centre Project Update	Communities and Neighbourhoods Service	David Grove, David Paterson	Moved to Sept meeting as per D Paterson. Moved from Sept 19 meeting as per email D Paterson 12.8.19
Housing Services Lock Ups Review - 10 Year Plan	Housing Services	Greig Henderson, Peter Nicol	Per email 28.2.19 as agreed at Community & Housing meeting 14.2.19. Discussed at LAC 4.9.19
Local Community Planning Budget Request - Making it Work For Lone Parents.	Communities and Neighbourhoods Service	David Paterson	Item deferred from meeting 3rd April, 2019.Moved from June meeting as per D Paterson 31.5.19.
Economic Report - Levenmouth Area		Pamela Stevenson	6 monthly update report as requested at LAC 4.9.19removed to unallocated as per discussion with D Paterson 06.02.20
Levenmmouth Blue Print Project Update		George-Y Sneddon	As discussed at LAC 4.9.19. George Sneddon to advise Dave

Unallocated			
Title	Service(s)	Contact(s)	Comments
			Paterson when report will be submitted.
Pupilwise / Parentwise Update Report	Education and Children's Services	Deborah Davidson	Report submitted every 3 years. Last presented October 2018
Levenmouth WRAP Group Consortium BID - Pilot Project Review	Communities and Neighbourhoods Service	Robert Graham, Billy Bain	Review of pilot project as agreed at LAC 6.11.19.