



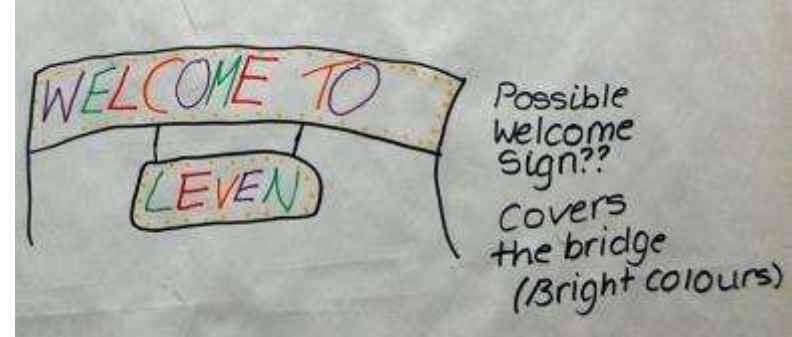
# Charrette*plus* pilot Levenmouth, 2013





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# 1 Objectives of charrette*plus*



# Extract from Scottish Government grant letter

“The purpose of this work is to promote the ‘charrette’ approach to encourage and facilitate earlier and more meaningful community and stakeholder engagement in the planning system. ...

...To trial the delivery of ‘charrettelites’; a form of charrette with a lower cost, more intense use of scarce resources and higher scope for replication.”



# Why charrette*plus* ?

- Lower cost, more efficient, more 'replicable'
- Integrating land-use planning and Community Planning to make better places – not just physical urban design, but economic and social too
- Building professional capacity and confidence around the country
- Engaging broader range of the community
- Employing charrettes at different stages of the planning process
- Achieving all this whilst retaining the essential characteristics of a charrette: involving all partners in an intense period at an event, with design, drawing and feedback loops



# Objectives for the local community...

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Design the Bawbee Bridge area of Levenmouth to be a **better place**

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Draw a **plan and visualisations** to show how the area could be

---

Delivery: create an **action plan for next 3-5 years**  
– who does what?

---

Base everything on **community aspirations**

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Integrate with **Council plans**: Community Plan, Local Development Plan etc

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*...more details on slide 9*

# Objectives for government...

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Integrate **land use & Community Planning**

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Build **professional capacity** to deliver charrettes

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Promote **efficient use of scarce resources**

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Widen **community engagement**

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Use charrette to integrate **design agenda** across planning, placemaking & service delivery

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Incorporate **delivery** actions

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*... more details on slide 9*



Objective	Benefits for Scottish Government	Benefits for local authority
<b>Building professional capacity</b> <i>Planners, architects and other local authority staff plus PAS volunteers</i>	Training & upskilling planning/architecture professionals for further charrette delivery. Build 'replicability' of charettes to roll the process out more widely.	Training & upskilling local authority staff across departments/disciplines. Build capacity to deliver further charrettes/charrette-style engagement.
<b>Widening community engagement</b> <i>Involve broader range of people in charrette process e.g. young people, businesses, hard-to-reach groups</i>	Better quality plans. Greater local ownership of plans. Fewer delays/objections later in process.	Better quality plans. Greater local ownership of plans. Fewer delays/objections later in process.
<b>Introducing design agenda to planning &amp; service delivery</b> <i>Using real-time illustration/visualisation during the charrette</i>	Show how combination of planning, placemaking and service delivery can make better places, using visualisation, graphics and drawing.	Show how combination of planning, placemaking and service delivery can make better places, using visualisation, graphics and drawing.
<b>Integrating land-use planning &amp; Community Planning</b>	Live case study demonstrating how different statutory placemaking disciplines within single Ministerial remit can be brought together.	More integrated approach to placemaking and service delivery. More efficient and effective use of resources.
<b>Incorporate delivery actions</b>	Example of how to link visioning, strategy/plan and action/delivery phases via charette process.	Example of how to link visioning, strategy/plan and action/delivery phases via charette process. Paves the way for local collaborative action by public/private/community stakeholders.
<b>Efficient use of scarce resources</b> <i>Particularly through use of PAS volunteers</i>	Levering in additional resources. Reduced cost per charrette. Integrating land-use/Community Planning. Developing professional capacity for further charrettes Increased replicability.	Levering in additional resources. Integrating land-use/Community Planning. Developing professional capacity for further charrettes. Increased replicability.

# Why the Bawbee Bridge?

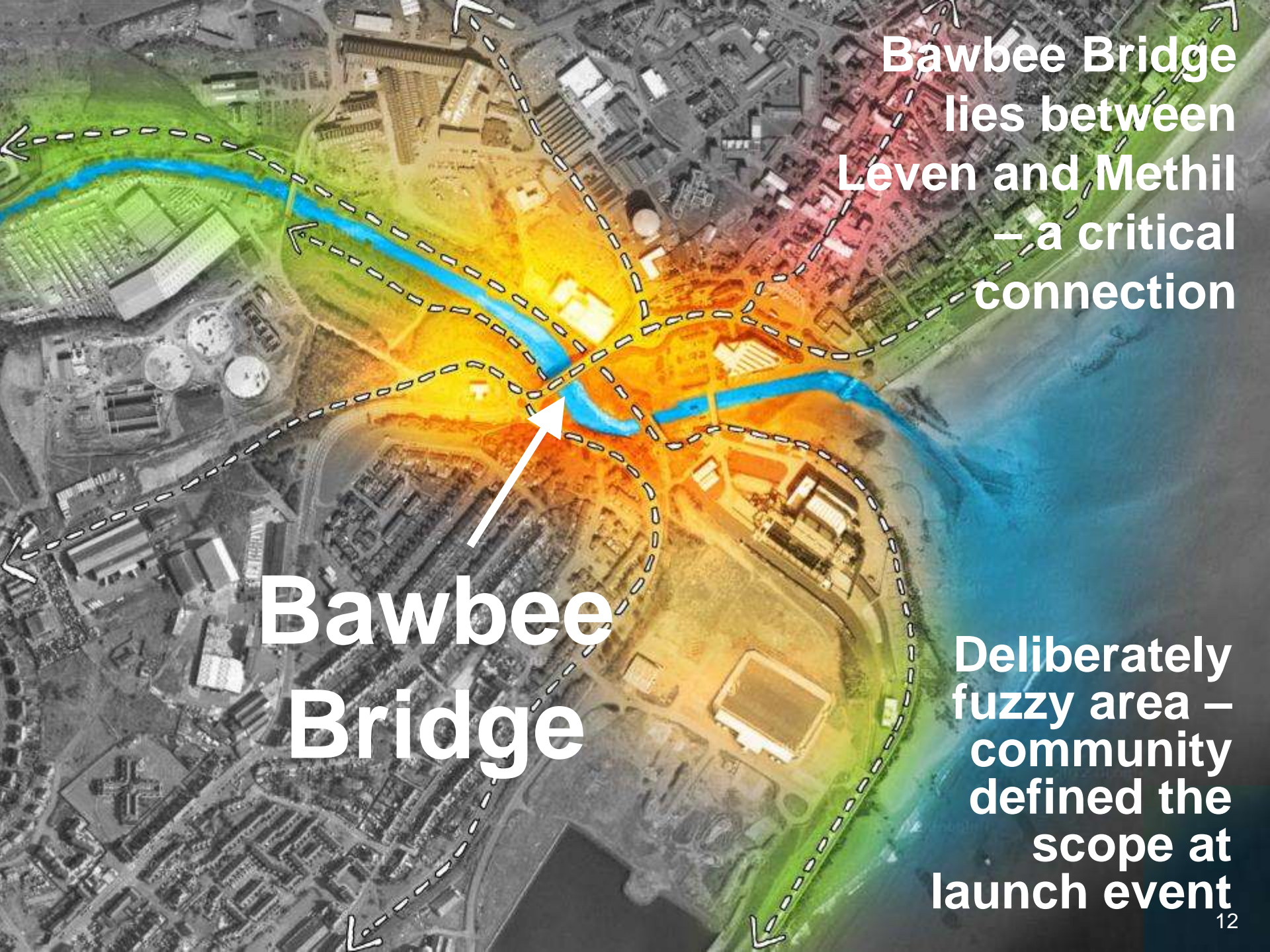
- **Fife Council** keen to take part and to expand their experience in this area
- Levenmouth is a key **regeneration area**
- **Lots of initiatives**: town centre, Energy Park, TIF, urban expansion
- Bawbee Bridge is a **critical connection** in the conurbation, a good hook for the charrette approach, and isn't covered by other initiatives
- Community Planners / land use planners saw opportunity to use charrette to **focus attention** and be a **catalyst for collaborative action**
- The community defined the **extent of the study area** – the Bridge alone is not enough



# 2

# Study area





**Bawbee Bridge**  
lies between  
Leven and Methil  
– a critical  
connection

**Bawbee  
Bridge**

Deliberately  
fuzzy area –  
community  
defined the  
scope at  
launch event



LEVEN VALLEY

SAW MILL BRIDGE

SAINSBURYS

KENNOWAY ROAD

TOWN CENTRE

PROMENADE

METHILHAVEN ROAD

SPORTS COMPLEX

RIVER FORTH

BAWBEE BRIDGE

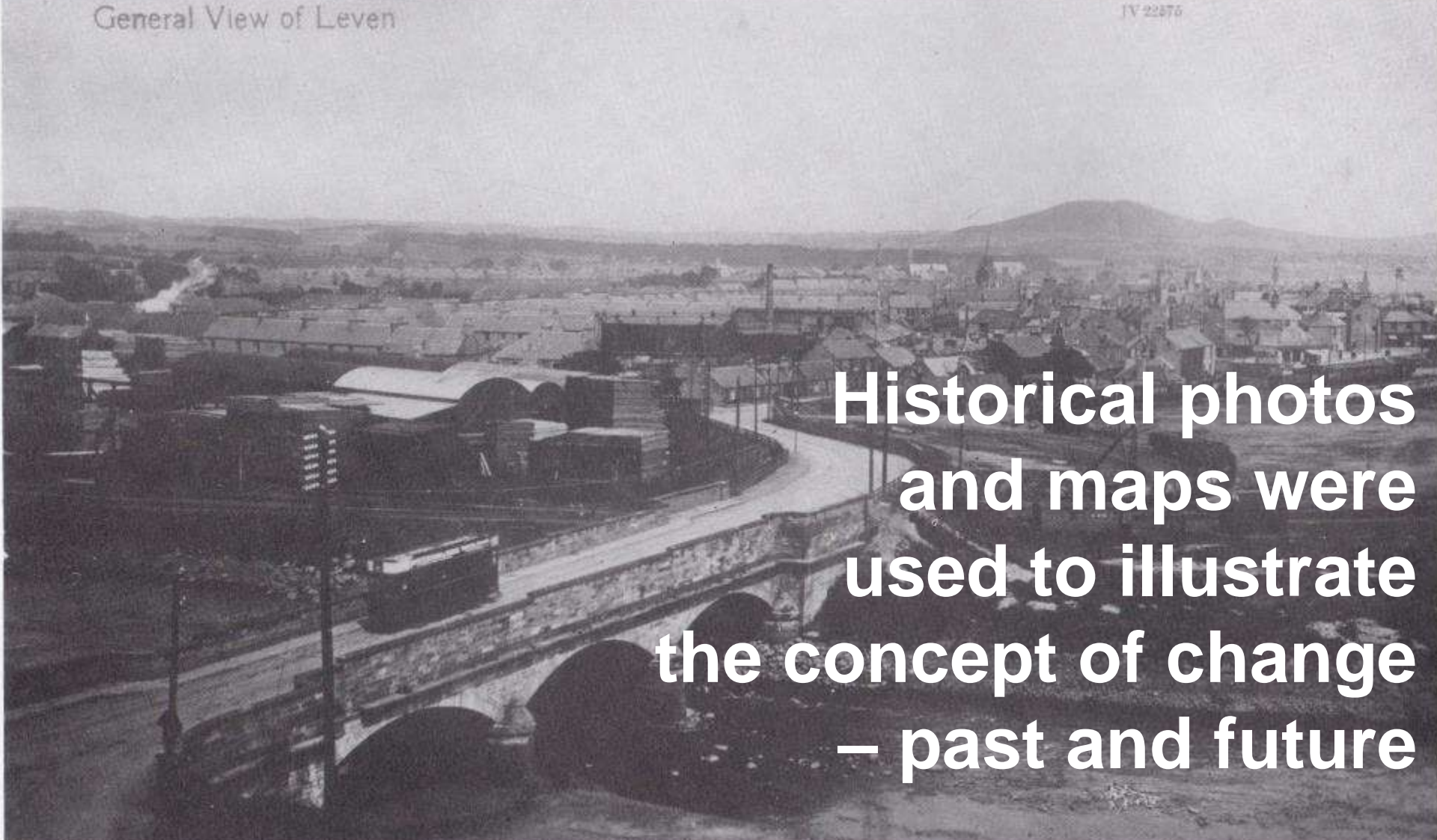
ABERHILL

SOUTH STREET

FOOTBALL STADIUM

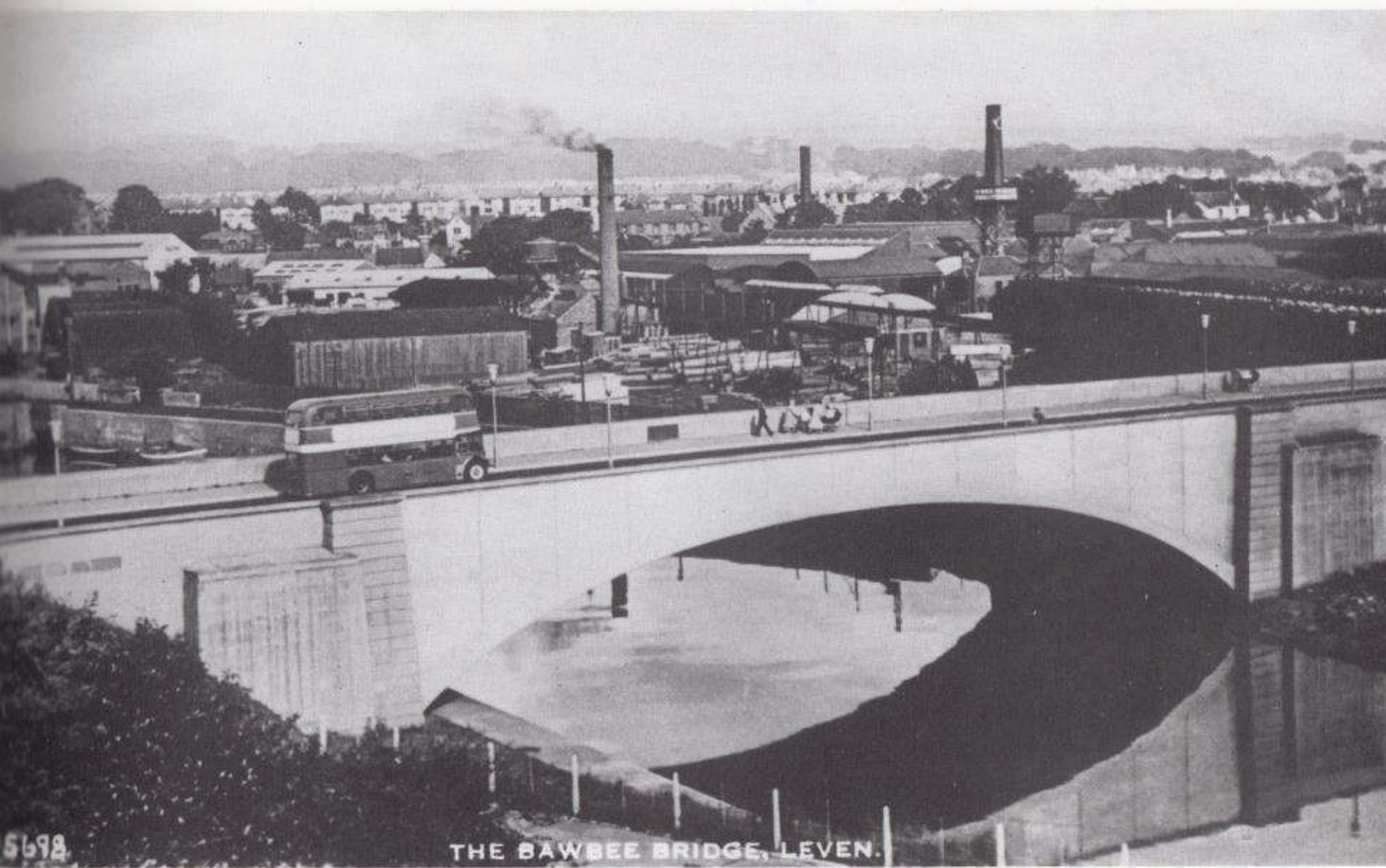


local context



**Historical photos  
and maps were  
used to illustrate  
the concept of change  
– past and future**

The "Bawbee Brig" in 1907. Prior to the construction of this bridge, vehicles and mounted travellers had either to travel to Cameron Bridge or cross the river at Sawmill Ford to reach Leven. Foot passengers could cross in David Finlay's coble from Dubbieside to Dossie Bay for a "bawbee" (halfpenny). In 1821, a chain suspension footbridge was constructed over the route of the old ferry. Traffic still had problems. The ford was often impassable and at other times became congested. In 1840, a three-arched toll bridge was built upstream from the chain bridge. At its eastern end was a tollhouse where the former ferryman (David Finlay) became the tollkeeper.



The tolls were abolished in 1870, and the tollhouse demolished a few years later. Throughout the present century, the narrow "Bawbee Brig" became more of a bottleneck as traffic increased. It was decided to replace the bridge, and the present span (shown above) was opened on November 1st 1957. On the left in this contemporary photograph can be seen three of Leven's main industries: Durie Foundry, Donaldson's Sawmill (est. 1887), and the now closed Boase Spinning Mill at Hawkslaw.





1855



Police Burgh

Saw Mills

mill  
dge

RIVER  
LEVEN  
Leven Bridge

The Pavilion  
DOCK

B.M. 38.7

B.M.  
28.6

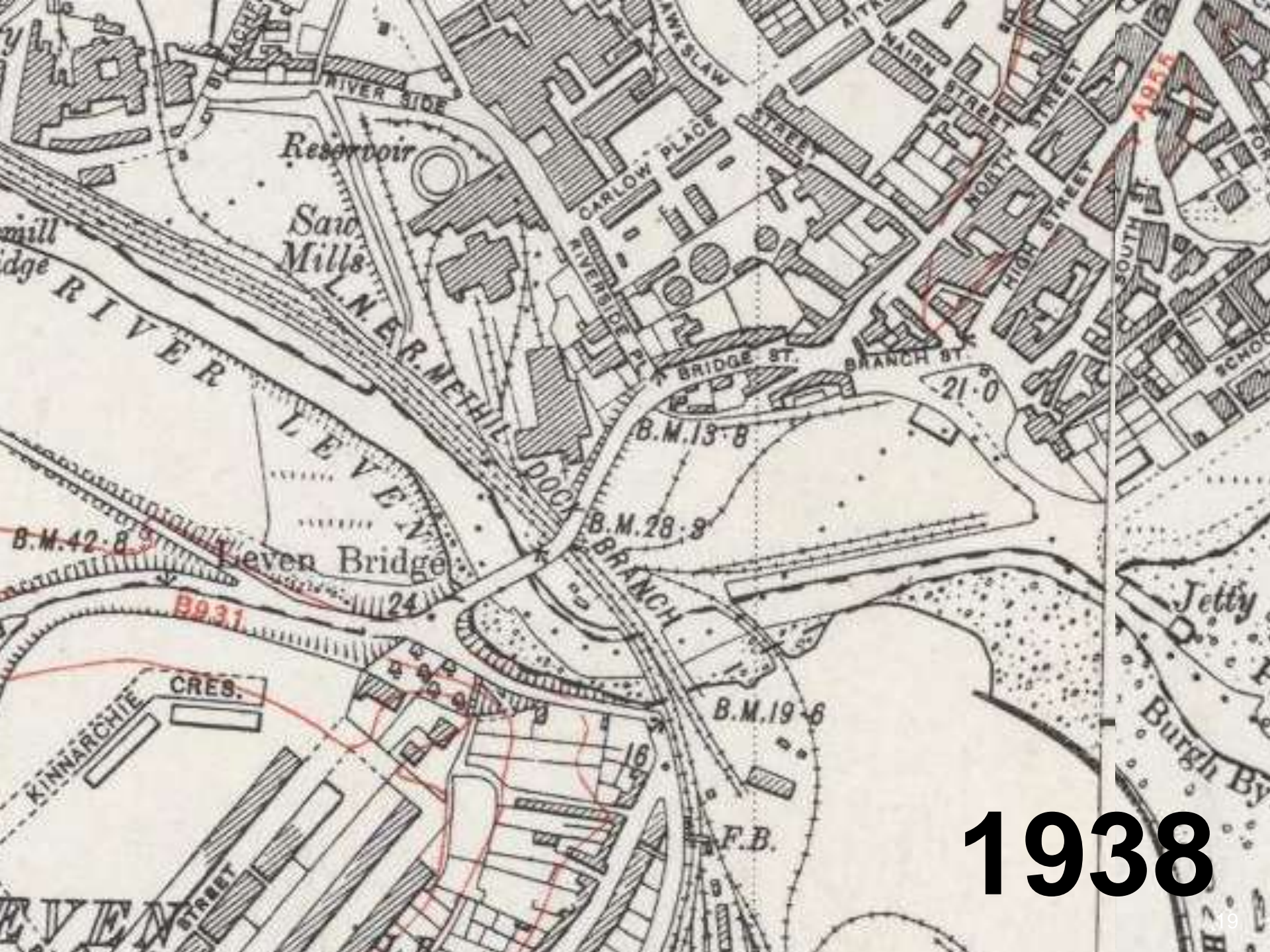
F.F.  
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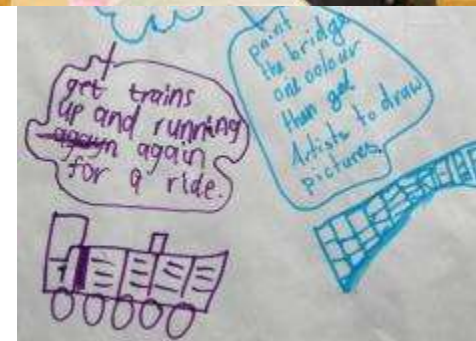
Partly  
Police  
Post B

1893



1938

# 3 Charrette *plus* process



# Overall programme

		Dec	Jan	Feb	Mar	Apr	May	Jun
1	Agree local authority & place	█						
2	Agree Fife/PAS roles & responsibilities			█				
3	Research technical data & community contacts				█			
4	Volunteer/officer selection, training & briefing				█			
5	Pre-charrette engagement & publicity					█		
6	Intensive charrette phase & exhibition						█	
7	Post-charrette engagement						█	
8	Delivery: transfer of responsibility to Fife							█

## 1 Agree local authority & place

Initial contact at Director level

Three months to select Levenmouth as right combination of place, capacity, timing and potential impact – and an area with Community Plan elements which could be delivered by physical / planning changes

Agreed Community Planning would lead within Fife Council, supported by land use planning

## 2 Agree Fife/PAS responsibilities

PAS: design, drawing, visualisation, facilitation, engagement, placemaking, leading the charrette

Fife Council: technical knowledge (e.g. roads, flooding), local context

PAS also brought transport engineering input as critical for this location

## 3 Research technical data and community contacts

Technical data: flooding, ground conditions, land use, planning policy, land ownership

Community contacts: community groups, landowners, businesses, public agencies, schools

## 4 Volunteer/officer selection and training

Careful selection process as part of quality control

Sourcing design volunteers was initially challenging, but sufficient good people were recruited and PAS now has a larger pool for future events

PAS volunteers/associates (15 people): urban design, architecture, landscape, planning, engagement, transport, charrette management

Fife Council volunteers (9 people): Community Planning, landscape, land use planning, transport, local knowledge

Pre-charrette briefings and site visits in the month preceding charrette for Fife and PAS personnel

60 hours of training delivered in total

## 5 Pre-charrette engagement

Local schools (classroom sessions)  
Landowners (one to one)  
Businesses (one to one)  
Community groups (one to one)  
Councillors, officers, other public agencies (one to one, meetings)  
Press and media (one to one, press releases)

## 6 Intensive charrette phase

Evening public launch (Wed 21 May)  
2½ day public charrette (Thu 22 May – Sat 24 May)  
Public exhibition (Sat 24 May)  
Ongoing publicity and updates to key stakeholders

## 7 Post-charrette engagement

Further publicity and updates to key stakeholders  
Return visit to school  
Evening presentation two weeks after charrette (Wed 12 June) to present outputs and delivery proposals to wider audience

## 8 Delivery: transfer of responsibility to Fife

Intensive discussions during post-charrette engagement around how to deliver/use charrette outputs, led by Fife Council  
12 June presentation marked public transfer of responsibility from PAS to Fife Council  
Ongoing PAS support to Fife Council during summer 2013 to assist delivery  
Charrette outputs (plans and drawings) to be used as briefs for more detailed design work and visionary/aspirational images

# Professional volunteering

## Roles

**PAS:** design, drawing, visualisation, facilitation, engagement, placemaking, charrette leadership and management – plus transport engineering input as critical for this location

**Fife Council:** technical knowledge (e.g. roads, flooding), local context

## Skills

**PAS:** urban design, architecture, landscape, planning, engagement, transport, charrette management

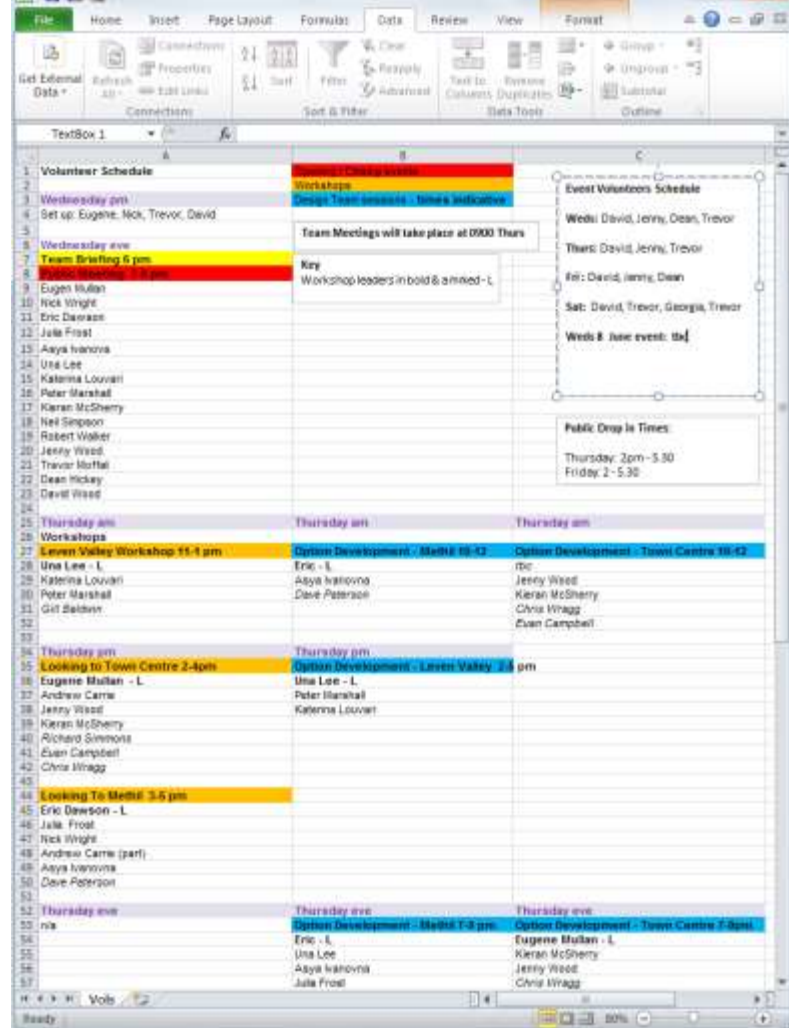
**Fife Council:** Community Planning, landscape, land use planning, transport, local knowledge

## Numbers

15 PAS volunteers/associates/staff

9 Fife Council staff/volunteers

60 hours of training delivered in total





# Charrette schedule

**HOW CAN WE MAKE THE  
BAWBEE BRIDGE  
AREA WORK BETTER?**

**COMMUNITY PLANNING EVENT**  
A SERIES OF WORKSHOPS AND DROP IN SESSIONS.  
FROM **WEDNESDAY 22 - SATURDAY 25 MAY**

**OPENING PRESENTATION &  
WORKSHOP**  
Wed 22 May, 19:00 - 21:00  
Parkhill Primary School

**WORKSHOP SESSION**  
Sat 25 May, 13:00 - 16:00  
Parkhill Primary School

**The Design Team** will be  
working in the **Caledonian  
Hotel, 81 High Street** on  
afternoons of **Thursday 23  
May and Friday 24 May.**

**Everyone  
Welcome**

**MORE INFORMATION:**  
Deanne Cullen

e: [deanne@planningaidscotland.org.uk](mailto:deanne@planningaidscotland.org.uk) t: 0131 220 9739  
w: [www.planningaidscotland.org.uk/levenmouth](http://www.planningaidscotland.org.uk/levenmouth)

**Fife**  
GOOGLE

**planning aid  
for Scotland**

**The Scottish  
Government**

TIME	DAY ONE (WED)	DAY TWO (THURS)	DAY THREE (FRI)	DAY FOUR (SAT)		
9:00am		TEAM MEETING	TEAM MEETING	TEAM MEETING		
10:00		OPTION DEVELOPMENT	POSSIBLE OTHER WORKSHOP	PRODUCTION		
11:00					LEVEN VALLEY WORKSHOP	SYNTHESIS OF OPTIONS
12:00				LUNCH		
13:00	LUNCH	LUNCH	LUNCH	COMMUNITY / STAKEHOLDER DROP IN SESSION		
14:00	STUDIO SETUP	DROP IN SESSION	DROP IN SESSION			
15:00		OPTION DEVELOPMENT	IMPLEMENTATION WORKSHOP			
16:00		LOOKING TO THE TOWN CENTRE WORKSHOP	PLAN DEVELOPMENT			
17:00		LOOKING TO METHIL WORKSHOP		TEAM MEETING		
18:00	TEAM MEETING	DINNER	DINNER			
19:00	PUBLIC MEETING / WORKSHOP	OPTION DEVELOPMENT	PRODUCTION	PLAN DEVELOPMENT		
20:00						
21:00						
22:00						

# Integrating Community Planning and land use planning

- Charrette team (Fife Council and PAS) worked hard to ensure charrette outputs reflected Levenmouth Community Plan - see extract overleaf
- Charrette outputs related to land use planning *and* Community Planning

# Levenmouth Community Plan 2011-2020

We want towns, villages and communities that make up Levenmouth to **flourish into the future**.

Levenmouth will be a place of **opportunity** and will rid itself of disadvantage and poverty.

It will be a leading centre for **Renewable Energy**, and where **educational and economic opportunities** exist for young people and adults alike.

Levenmouth will look after its **environment** and will become an **attractive** place where people are healthy, feel safe and aspire to live, work and visit.

*Selected physical projects from the Levenmouth Community Plan:*

## **Economic development, increasing local employment**

- Connectivity with Town Centre
- Regeneration of the Leven Valley
- Area visitor and heritage trail
- Reintroduce rail link

## **Raising educational attainment, reducing educational inequality**

- Pupil engagement in enterprising activities

## **Improving the physical environment**

- Levenmouth Greenspace Strategy

# Process: lessons learned

- Three months of six months lead-in time absorbed by identifying and agreeing charrette area/location – essential to make it worthwhile
- Three days for charrette was tight but okay
- PAS's impartiality avoided any local antagonism towards local authority or developers that may otherwise have occurred
- Community Planning taking the lead helped to tie the charrette into wider agendas than just land use planning
- Use of volunteers and Council officers increased resource efficiency and built future delivery capacity
- Successful volunteer involvement relied on PAS expertise of selecting and managing volunteers

# Process: lessons learned

- Gathering a team who have not worked together before to produce design proposals requires careful selection and preparation. It worked in this case particularly due to the quality of people selected.
- Could have been more pre-charrette volunteer/officer training/briefing
- Venue is important – no ‘right’ venue, need to book well ahead, High Street venue might have increased turnout
- Seemed to spend a lot of time explaining to people what the Community Plan (and Community Planning) is!

# 4 Publicity & engagement



# Publicity strategy

- **Pre-charrette** – generate interest and raise awareness about charrette, encourage participation, get ideas and information from those who might not come to charrette
- **Post-charrette** - provide feedback on its outcomes
- **PAS**: overall responsibility including drawing up strategy, leading engagement, generating material and co-ordinating delivery
- **Fife Council**: support role through their communication channels and contacts



# Publicity channels

<b>Shop windows, libraries, community noticeboards etc</b>	Poster/flyer with strapline, times/dates/venues – available in hard copy and online
<b>Personal contact by charretteplus team members</b>	One-to-one contact with community groups, businesses/business groups, key landowners and public agencies
<b>Local press and broadcasting</b>	Press releases, features, possibly adverts using poster/flyer
<b>Local social media</b>	Cascade information out via local social media networks and Fife Direct – e.g. short weblinks like <a href="http://tinyurl.com/bawbee">tinyurl.com/bawbee</a> to poster
<b>Other Fife Council communication channels</b>	Levenmouth community database, Fife Direct website

# Who did we reach out to?

young  
people

community  
groups

businesses &  
landowners

residents

press

public  
agencies

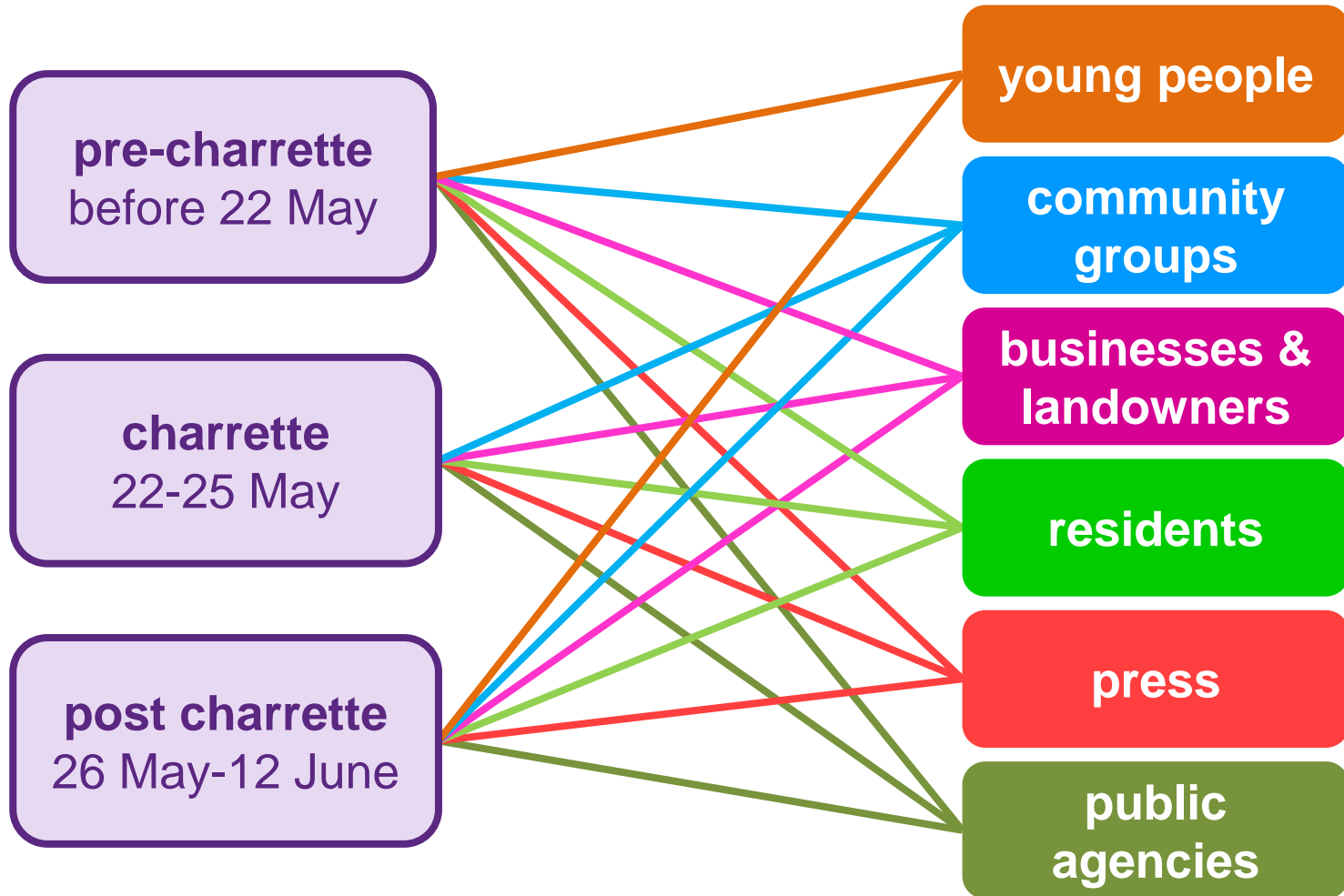
classroom sessions meetings

newspaper interviews phone conversations

workshops site visits correspondence

# When?

# Who?



# Active local involvement

**pre-charrette**  
before 22 May

5 school sessions  
30 businesses/landowners  
8 community groups  
2 newspaper reporters  
4 public agencies

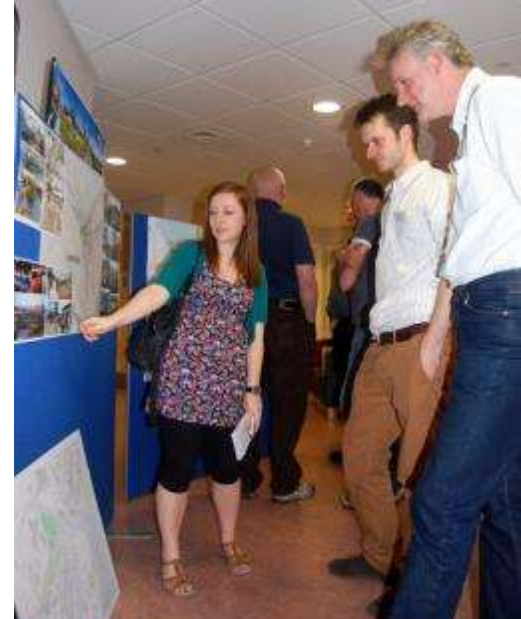
**charrette**  
22-25 May

22 May evening launch : 15 participants  
23-24 May workshops: 43 participants  
25 May exhibition: 16 participants

**post charrette**  
26 May-12 June

1 school session  
12 June presentation: 34 participants

*all figures exclude PAS/Fife personnel*



# Publicity and engagement: lessons learned

- Frequent proactive press contact led to excellent coverage
- Direct contact with local groups, businesses and landowners was essential to encourage involvement
- Good local awareness of charrette, high proportion of repeat visits and good quality of engagement – although some volunteers disappointed with level of public turnout
- Local social media were difficult to tap into; needed more time to generate activity. A dedicated website might have helped, but extra cost.

# Publicity and engagement: lessons learned

- Was 'Bawbee Bridge' the right focus? Asking key community people before public phase of charrette could have helped to define it. Definition has to be close enough to the community to be of interest, and publicity should reflect the primary local concerns of the area (e.g. jobs, health, congestion, poor shopping choices)
- Enthusiasm to engage depends on the local community and quality of previous engagement events
- Ongoing post-charrette engagement is critical. That undertaken was the minimum possible – more resources would allow more feedback.



# 5 Charrette *plus* outputs

**The questions we asked  
during the  
pre-charrette engagement  
and  
at the start of the charrette...**





What do you **like** about Bawbee Bridge area?

What do you **not like**?

What **bright ideas** have you got for the future?

# Summary of young people's ideas...

markets  
festivals  
museum

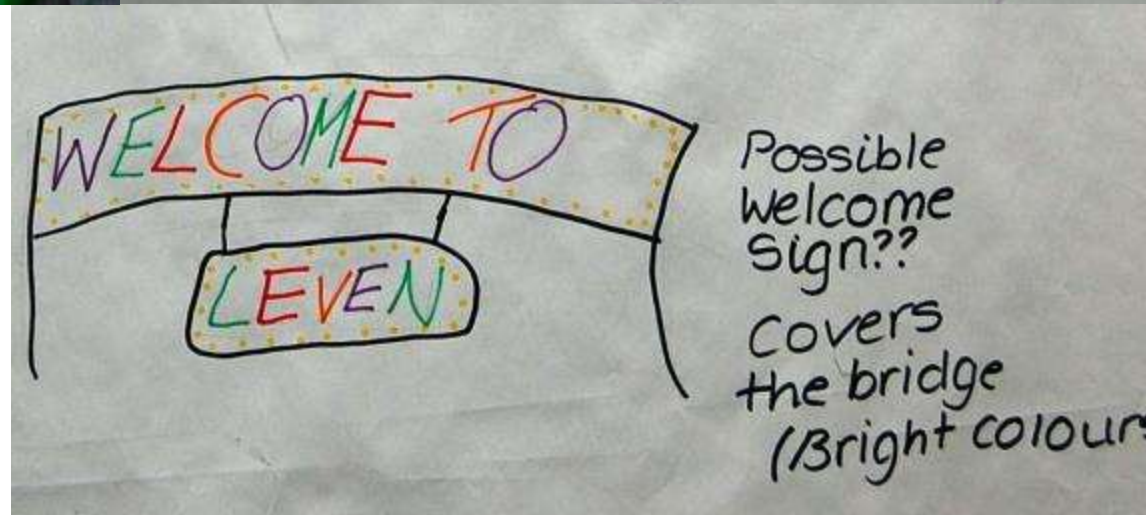
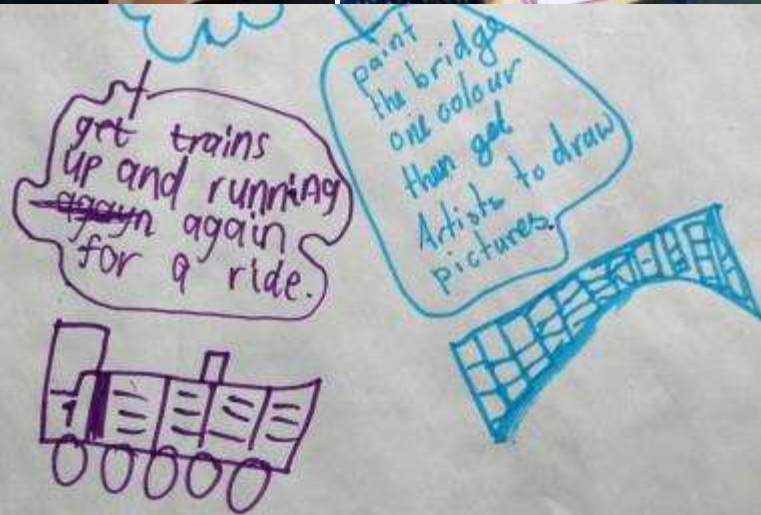
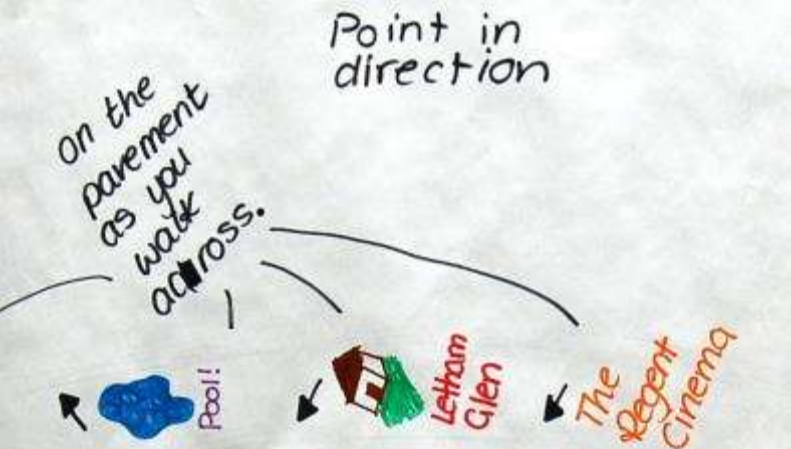
railway  
shops  
houses

nature &  
wildlife

outdoor  
recreation

brighter  
welcoming

walking &  
cycling



**Everyone's** answers to those three questions are shown on the following slides.

They are categorised into the three areas that emerged during discussions:

- looking to Leven town centre
- looking to Methil
- Leven Valley

# What people told us

## Looking to Leven town centre

### POPULAR ASPECTS

- Shore Head is good focus for the town
- Promenade car park well used
- Bus station a huge benefit
- Acceptable bus services
- Few incidents reported
- Ramblers use the trail
- Sufficient free parking

### ISSUES

#### Maintenance:

- Replacement of railings/bollards required
- Skatepark has no lighting and isn't useable in wet weather

#### Design:

- Town centre hidden
- Bridge to power station drab, run down
- Disjointed connection from bridge to town centre
- Pedestrian crossing bridge difficult
- Promenade speed bumps "disgraceful and unhelpful"
- Should pedestrianisation of high street have happened?

- Dead ground behind high street
- Roundabouts are un-environmentally friendly
- Roads not serving high street
- Town centre and retail park poorly linked

#### Access:

- River not accessible from town centre
- Bridge is shabby, not very welcoming, noisy
- Access from town centre to stadium could be improved
- Walking needs to be more accessible and obvious

# What people told us

## Looking to Leven town centre

### POTENTIAL IDEAS

#### Leisure and business:

- More attractions and festivals on high street
- Resurrection of putting green
- Local art gallery with child's craft workshops
- Motor sports
- Trampolines
- Sanded area with multi-sport use
- New cinema, potentially a drive in
- Boat rides
- McDonalds
- Where's Wally? museum

#### Other ideas:

- Reduce speed limits to 20mph
- Regenerate roads using Dunfermline High Street as example
- Better pedestrian route from retail park to town centre
- Close off the road to the retail park to cars
- A road train incorporating caravan site and the glen
- Tackle anti-social behaviour
- Town Centre management
- Gain support from the council
- Sponsorship from leading brands
- 'Acorns' indoor shopping centre – little shops!
- Attractive signage and paintings on the bridge advertising Leven
- Murals on the bridge by local artists and young people
- Reopen railway

# What people told us

## Looking to Methil

### POPULAR ASPECTS

- Community loyalty/ emotion, tied to football club
- Levenmouth identity: Separate for Leven, Methil and Buckhaven
- Good road crossing
- Good views
- Water – fishing, jumping in the water

### ISSUES

#### Maintenance:

- Clean up needed on beach front and access routes with debris and litter
- Smells from waste water treatment plant ruins
- 'Millennium Park' and path
- Landscaping and trees
- Sea wall maintenance very important
- Paths/street/open space need to be maintained

#### Access:

- Lack of direct, good quality walking routes between Methil and Leven
- 18 tonnes weight restriction will prevent big new buses
- When will the bridge need to be replaced?
- Bridge is shabby, not very welcoming
- Noisy for pedestrians
- Problems with links to:
  - Doctors surgery
  - Business park
  - Bayview Stadium

# What people told us

## Looking to Methil

### POTENTIAL IDEAS

#### Leisure:

- Bridge diving
- Fishing
- Stadium needs more social activity and public transport
- Links to Methil Heritage Centre
- Children's play park
- Regent cinema
- Vintage Car Rally
- Annual Medieval event
- More attractions and festivals
- Cinema/shops at the old power station
- Skatepark

- Coffee shop/play park area at Shell garage
- Arcade
- Where's Wally? Museum
- Astro turf pitches
- Tourism on the river
- Exercise area containing football pitch and basketball hoops

#### Retail:

- Positive attitude needed towards street stalls
- McDonalds
- Sports shops
- Next
- Retail park at Power Station to eliminate long journey to Kirkcaldy

#### Broader ideas:

- More jobs in the area
- Rail station, Methil or Leven?
- Re-use bridge links
- Circular walking route around Leven Valley
- Use the Development Trust and Neighbourhood Watch for support
- Heritage railways
- New housing overlooking the bridge
- Renewable energy (wind turbines on old power station site)
- Factory for Scottish manufacturing
- Better pedestrian crossing on Methil side



# What people told us

## Leven Valley

### POPULAR ASPECTS

- Popular with walkers/dog walkers
- Millennium project provided a good route
- Good views
- Well used promenade

### ISSUES

#### Maintenance:

- Condition of walkways and cycling routes
- “Overflowing” point of river beyond sawmill
- Riverbank eroding at west end of green space, exposing sewage pipe
- Confusing signage
- Poor water quality, clean up needed
- Safety concerns on Bawbee Bridge

#### Design:

- Sainsburys is featureless
- Appearance of bridge is shabby
- Paint the bridge/murals when viewed from the valley
- Lighting/safety under bridge

#### Access

- Not easy to get to river ;s edge
- Parts of riverside path are unsightly, don't feel safe (e.g. old creosote works)
- Only one boat slipway onto sea
- Improving Council owned vehicle access track to Rail Preservation Society would allow them to generate more funding

# What people told us

## Leven Valley

### POTENTIAL IDEAS

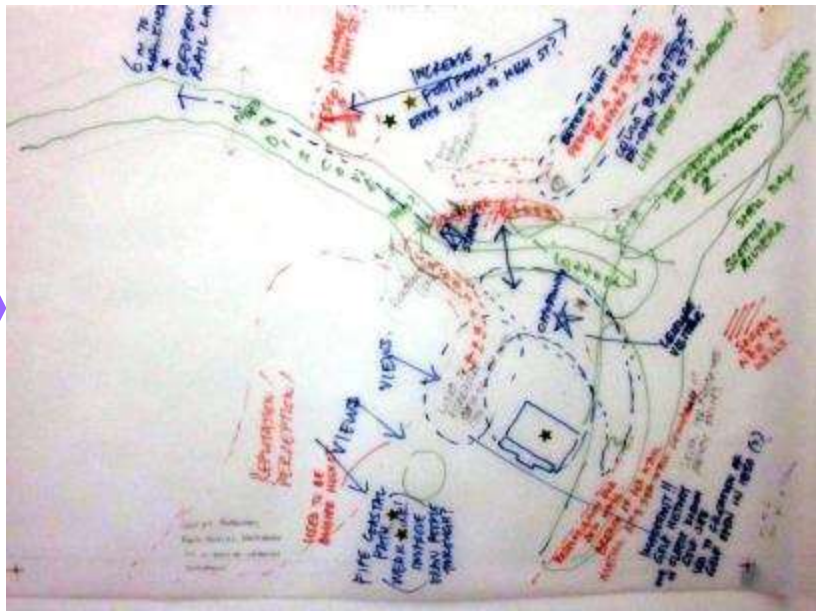
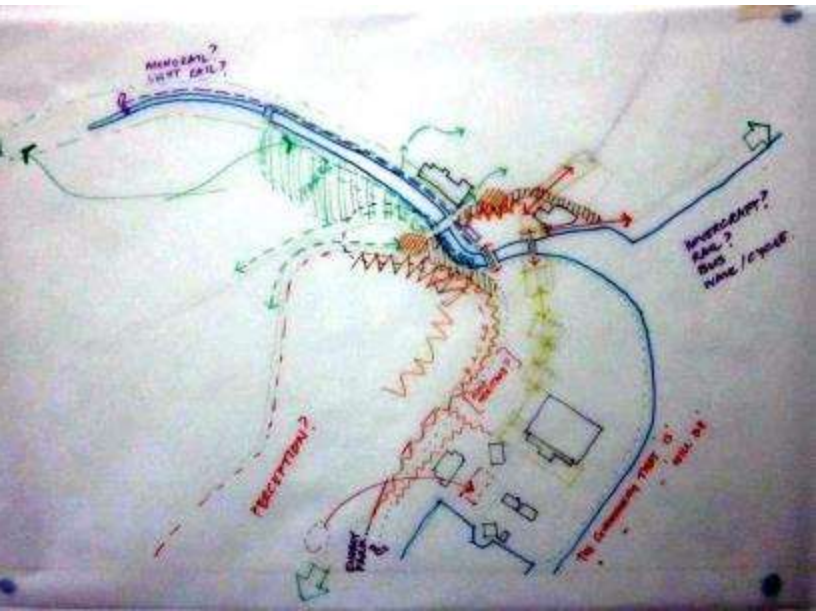
#### Leisure:

- Canoeing potential
- Fishing
- Boats on the river
- Bird watching
- Adventure playground
- Astro turf football pitches

#### Broader ideas:

- Improve pathways
- Coastal path to west end of valley
- Circular walk
- Pedestrian path over sawmill bridge
- Use bridges for pedestrians/cyclists
- New road and bridge
- Renewable potential
- Dam area (from Methil Brae to Burnmill Road) improved
- Short rail line for steam trains between site and leisure centre (heritage line)
- Extension of rail between Markinch and Levenmouth
- Re-use derelict land
- New housing beside the bridge

**The charrette team produced and evolved proposals in response to those ideas during the charrette, with many volunteers putting in up to 40 hours work over the charrette...**



**And presented the following proposals at the exhibition and final presentation...**

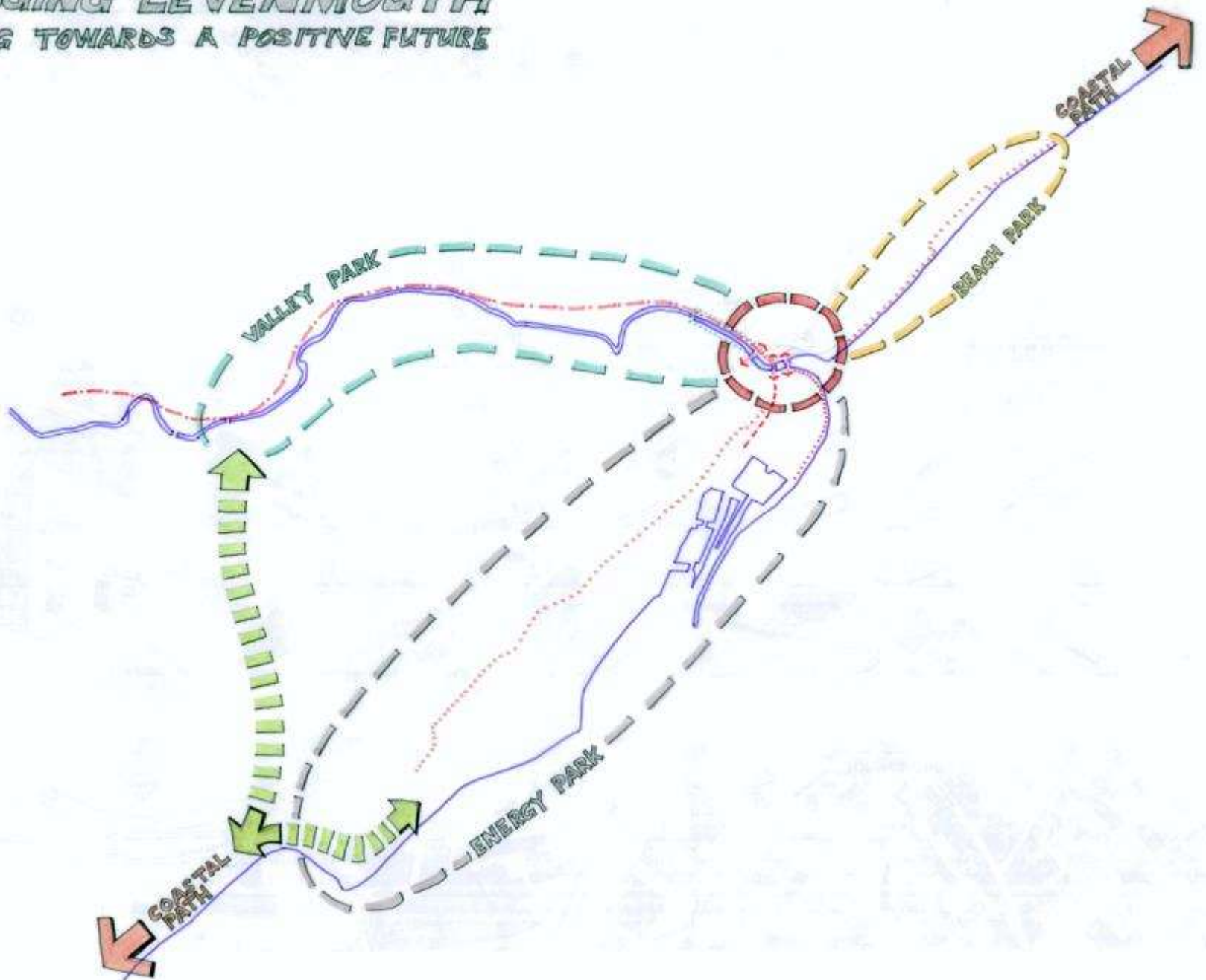
# Overall plan



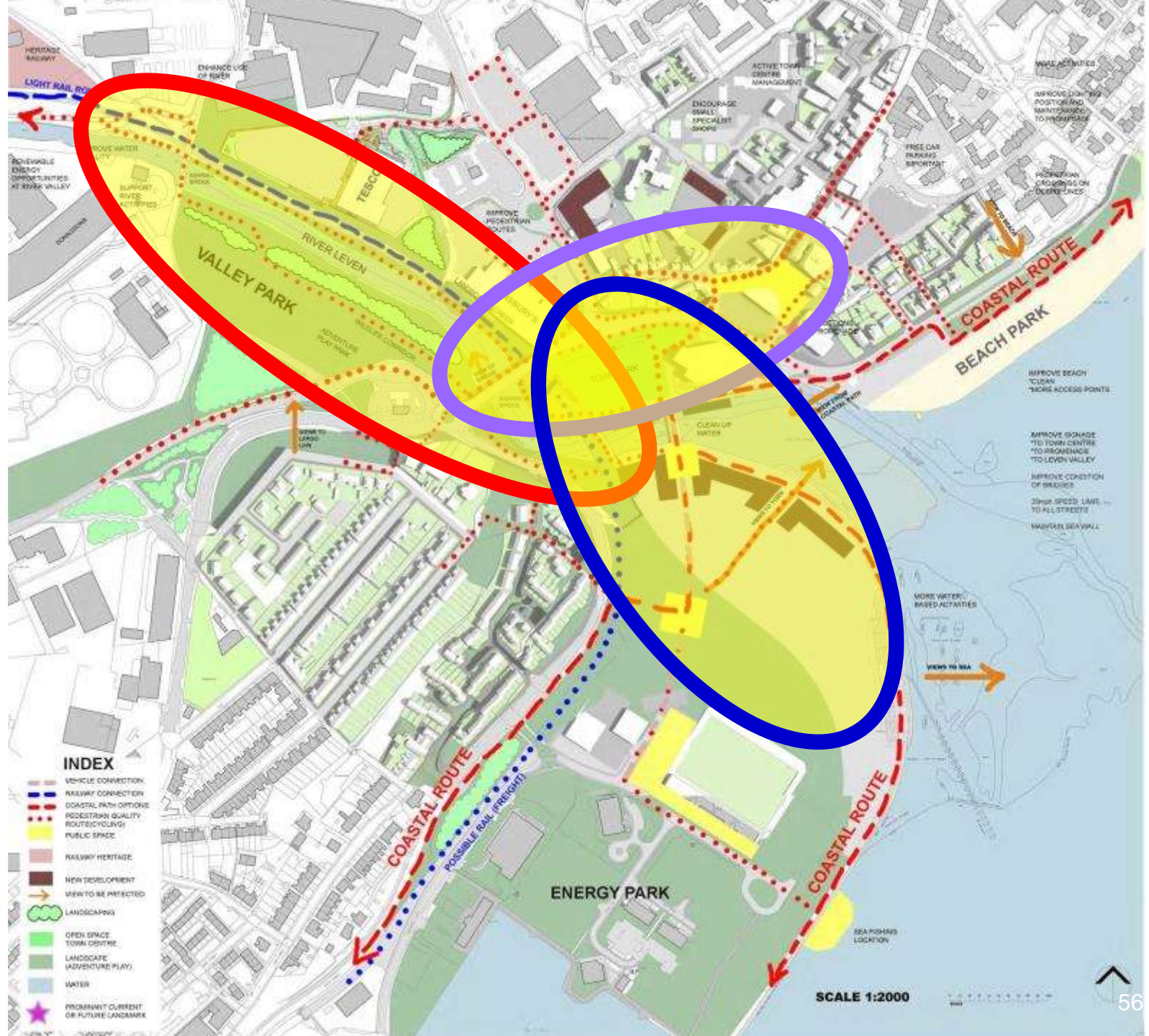
# BRIDGING LEVENMOUTH

LOOKING TOWARDS A POSITIVE FUTURE

Concept

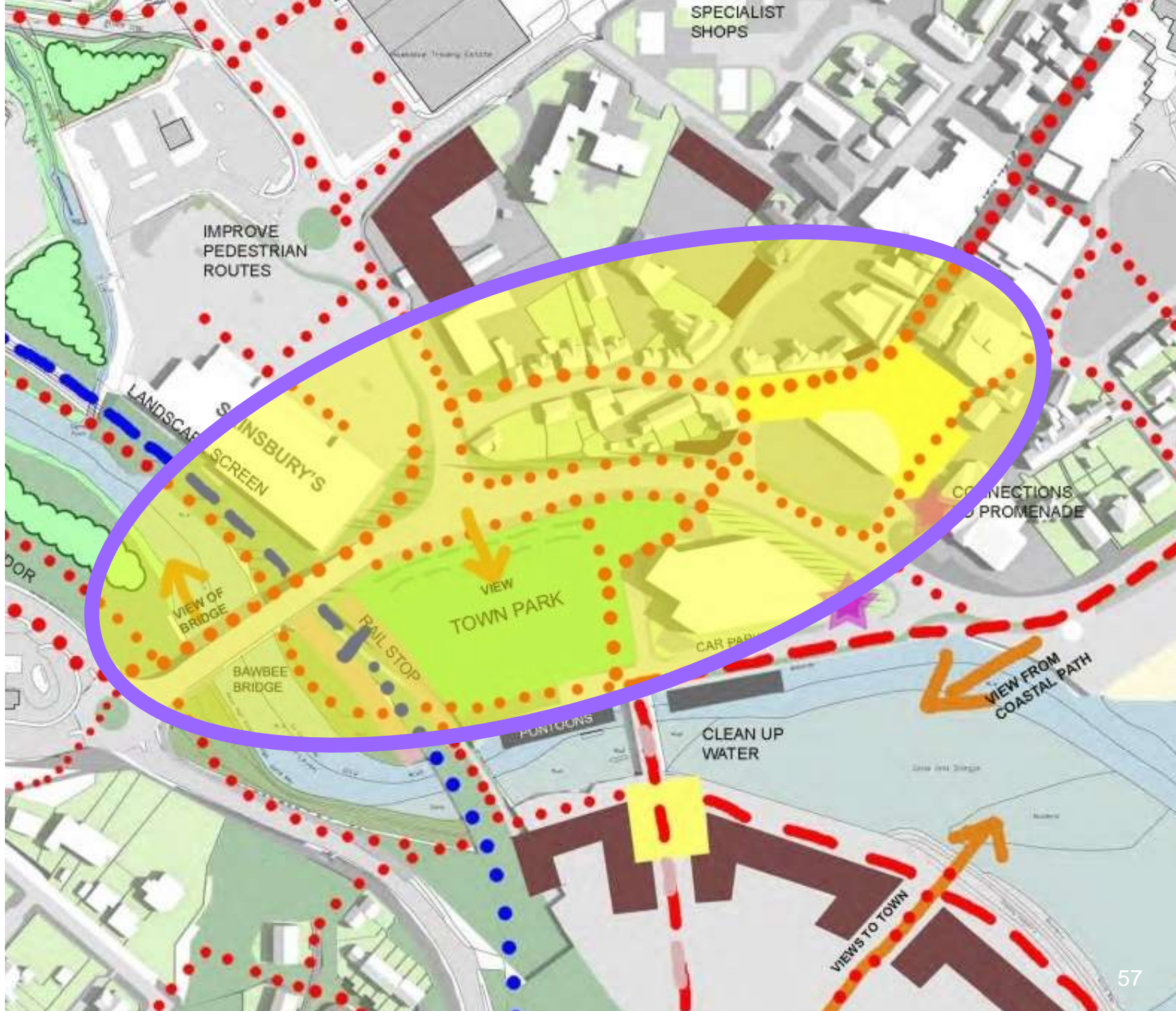


# Groups of projects

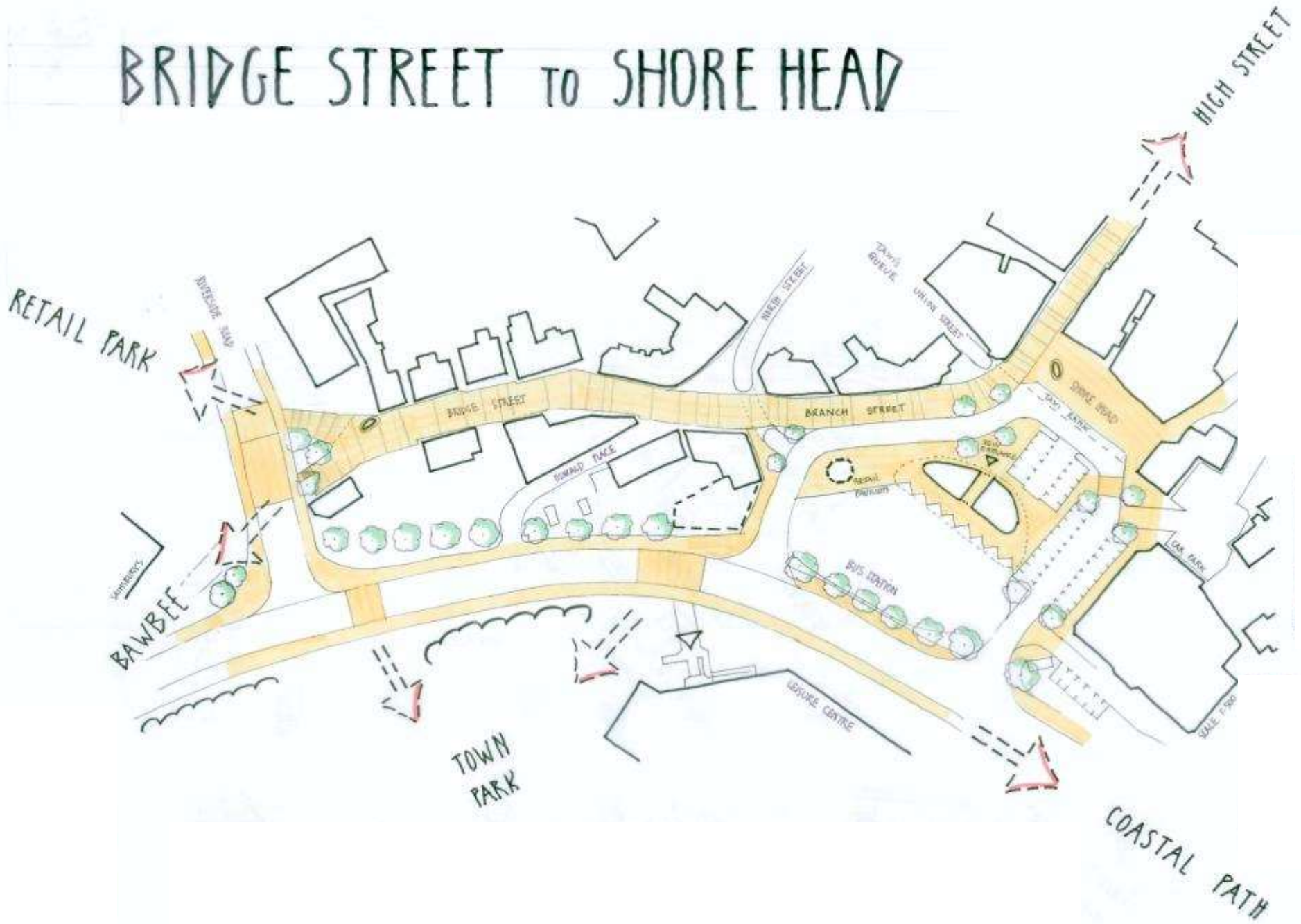




# Bridge Street



# BRIDGE STREET TO SHORE HEAD







PROPOSED VIEW AT NORTH STREET



PROPOSED VIEW AT THE SHORE HEAD

precedent images









# Leven Valley



# LEVEN VALLEY

# GREEN LOOP

BETTER  
SIGNAGE

SAFE  
WELL-MAINTAINED  
ROUTE

NEW HERITAGE  
RAILWAY  
LINE

NEW RIVERSIDE  
WALKING &  
CYCLE ROUTE

IMPROVEMENTS  
TO UNDER-SIDE  
OF BRIDGE



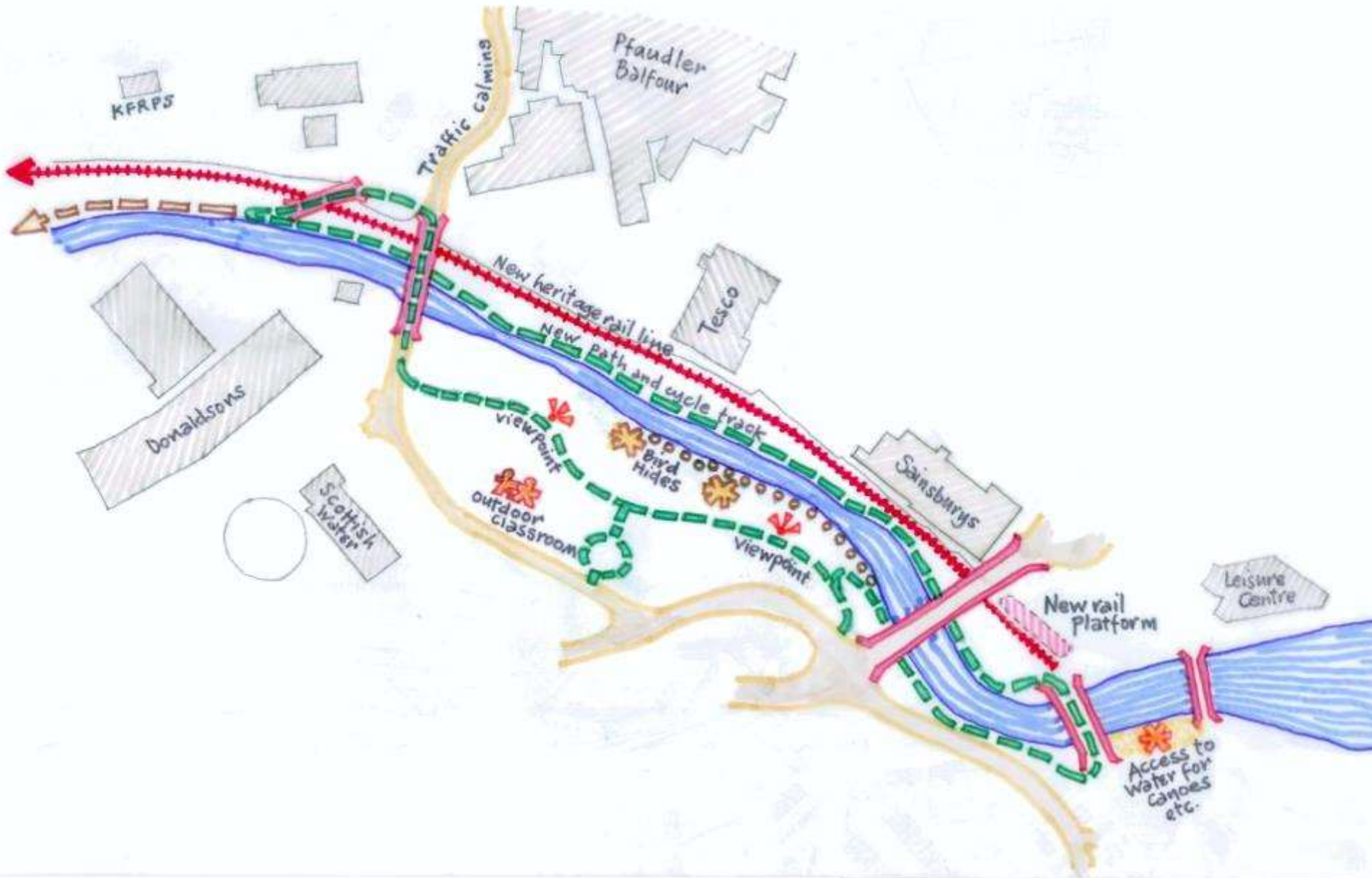
INTERPRETATION OF  
LEVENMOUTH'S  
INDUSTRIAL HERITAGE

HIGH LEVEL  
VIEWPOINTS

OPPORTUNITIES TO  
WATCH, SMELL,  
LISTEN, LEARN

CANOEING /  
WATER  
ACTIVITIES





signs & interpretation

pavement on iron / sawmill bridge

heritage railway line

maintain paths, river & vegetation

re-open railway

clear shrubs behind leisure centre

**Leven Valley green loop mini projects**

light / paint Bawbee Brig

access to river for canoeing, fishing etc

benches

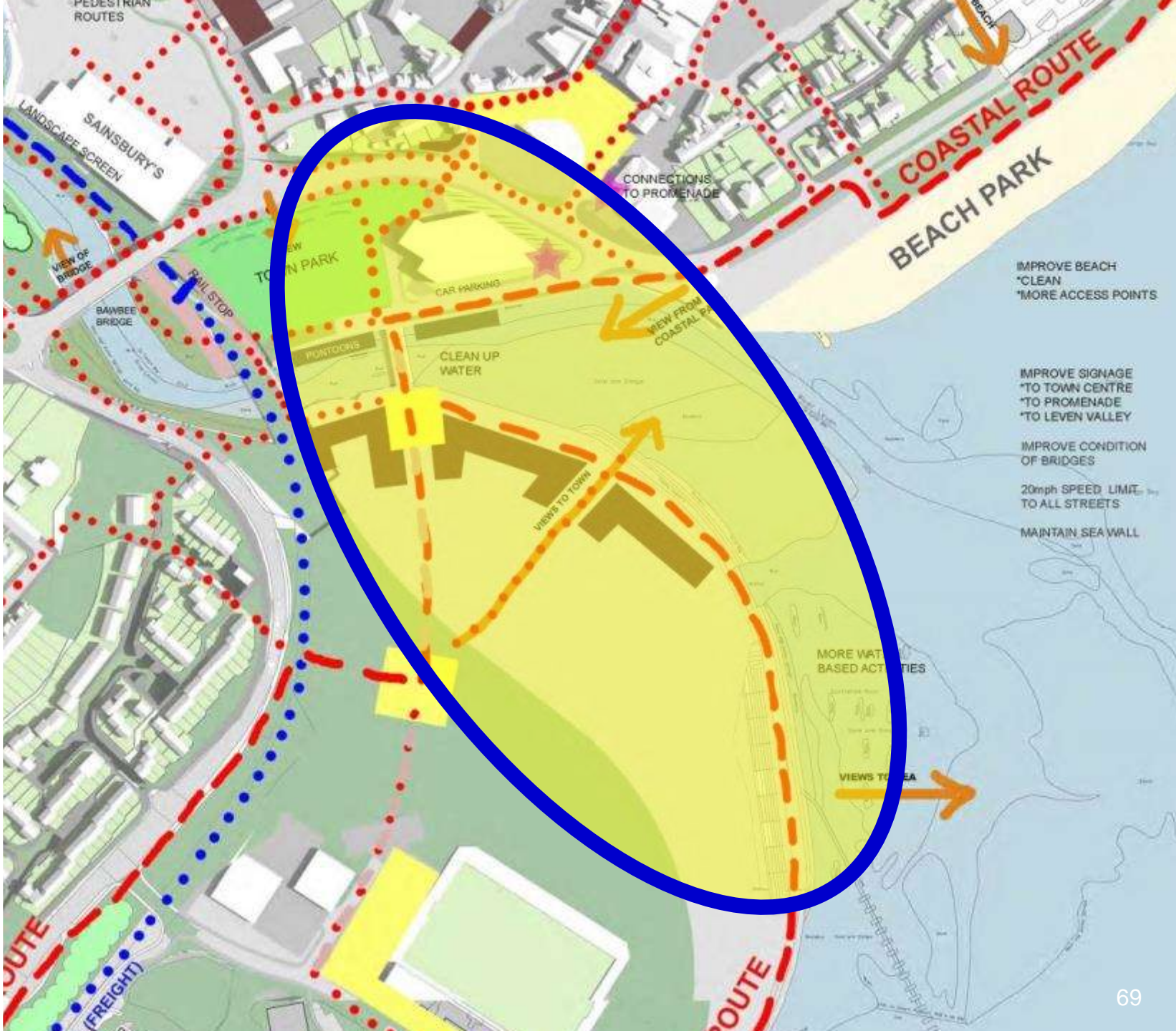
bird hides, viewpoints

outdoor classroom

complete riverside loop path

adventure play park

# 'town park'



- IMPROVE BEACH
  - \*CLEAN
  - \*MORE ACCESS POINTS
- IMPROVE SIGNAGE
  - \*TO TOWN CENTRE
  - \*TO PROMENADE
  - \*TO LEVEN VALLEY
- IMPROVE CONDITION OF BRIDGES
- 20mph SPEED LIMIT TO ALL STREETS
- MAINTAIN SEA WALL

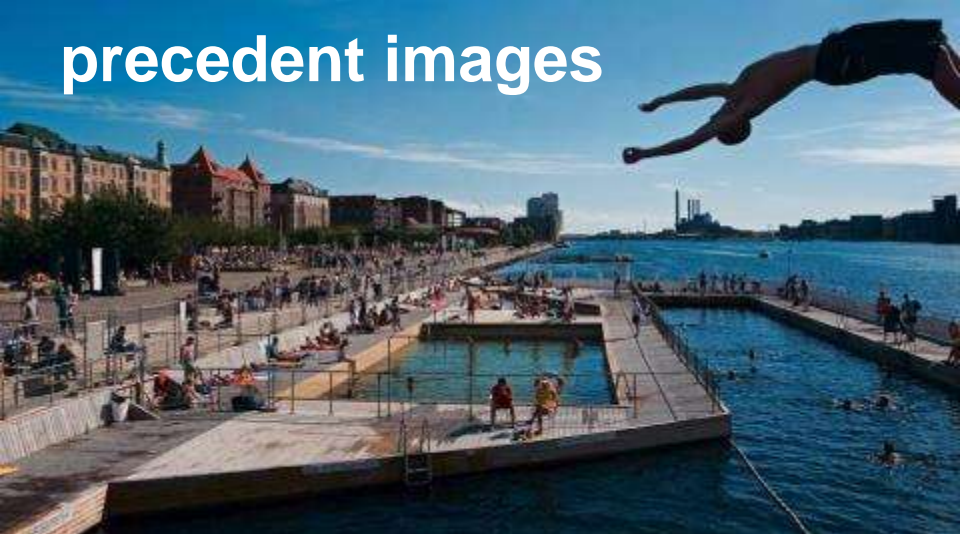








# precedent images



hydrogen  
tram

move leisure  
centre car  
park

heritage  
railway line

open bridges  
for walking  
and cycling

clear /  
maintain  
vegetation

markets &  
events on the  
grass

light / paint  
Bawbee Brig

'town park'  
mini projects

access to river  
for canoeing,  
fishing etc

new streets &  
buildings on  
power station  
site

shore path  
round power  
station site

light / paint  
Bawbee Brig

clean up river

maintain  
sea wall

# overall plan

## Bridge St to Shore Head

## Leven Valley green loop

## 'town park'

tree & bulb planting

community art

new paving

move taxi rank

new bus station entrance

easier road crossings

maintenance

benches

complete riverside loop path

re-open railway

access to river

bird hides

light/paint Bawbee Brig

clean up river

markets & events on grass

open up power station site

hydrogen tram

Pick and mix  
Be flexible  
Be ready  
Get started!

Fife Council staff played a critical role in bringing knowledge, expertise and working seamlessly with the volunteer team



The Community Planning team could see the benefits of the charrette and were very supportive

# The 3 groups of projects are...

- Composed of mini projects – some small, some big – some ready to do immediately, others need preparation
- Linked with existing activity wherever possible
- Supportive of the local Community Plan
- Flexible catalysts for action – the details can change
- Briefs for more detailed design work (e.g. Bridge Street to Shore Head)

# Levenmouth Community Plan

3 priorities

economy & employment

education

physical environment

## How charrette outputs contribute to selected Community Plan objectives:

	Tourism & heritage	Improving the town centre	Improving green spaces	Re-open rail link	Renewable energy	Connecting communities
High Street & Shore Head	✓	✓				✓
Town Park	✓	✓	✓	✓		✓
Leven Valley Green Loop	✓		✓	✓	✓	
<b>Overall</b>	✓✓	✓✓	✓✓	✓✓	✓	✓✓

# Positive outputs

## physical proposals

**better walking connections to town centre from Methil and retail park**

**supporting local businesses**

**greenspace, path and nature improvements in Leven Valley**

## intangibles

**generating collective energy for positive future change**

**voicing community aspirations for area at mouth of River Leven**

**Community Planning in action**

**delivery starting now**

# Outputs: lessons learned

- ‘Community Planning in action’ – the charrette is part of an **ongoing conversation** between Council and community, not a standalone event in itself – proactive involvement of Community Planning staff was essential
- Important to ensure outputs reflect **existing initiatives** and ideas from Council and community groups
- Identifying **mini projects** helps to demonstrate this connection
- **Photomontage** very effective at conveying ideas and proposals – easier to understand than plans, technical drawings or text
- Proposals act as **briefs** for detailed design work. Fine if they change – they have already generated momentum for action





# 6

# Was the pilot successful?

# How did we perform against the original objectives?

- ✓ achieved
- ✓ partly achieved

# For the community...

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Design the Bawbee Bridge area of Levenmouth to be a **better place**



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Draw a **plan and visualisations** to show how the area could be



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Delivery: create an **action plan for next 3-5 years** – who does what?



---

Base everything on **community aspirations**



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Integrate with **Council plans**: Community Plan, Local Development Plan etc

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# For government...

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Integrate **land use & Community Planning**



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Build **professional capacity** to deliver charrettes



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Promote **efficient use of scarce resources**



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Widen **community engagement**



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Use charrette to integrate **design agenda** across  
planning, placemaking & service delivery

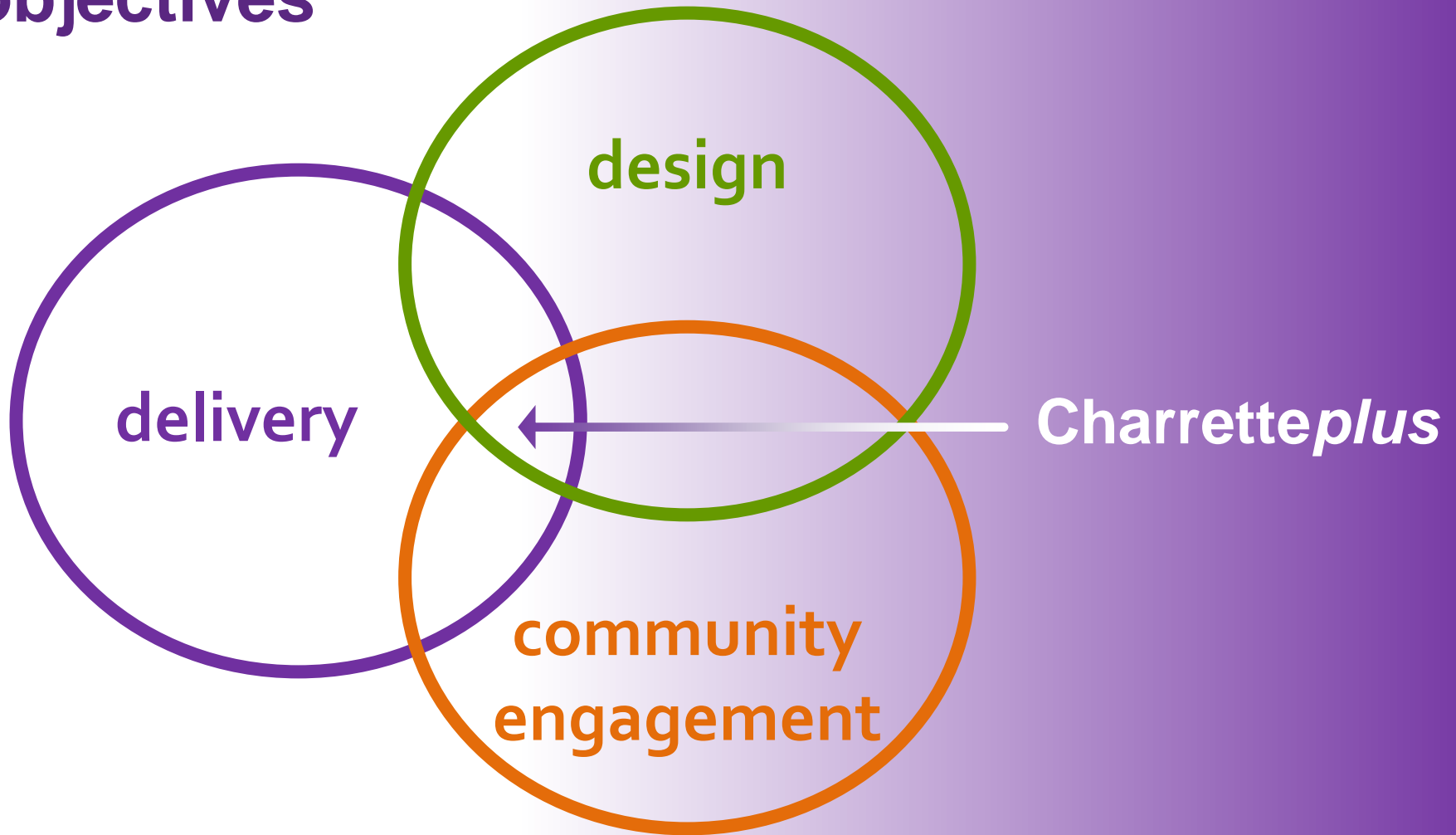


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Incorporate **delivery** actions



# General charrette objectives



# Selection of feedback from Fife officers & PAS volunteers

# What worked well?

## Planning Aid volunteers...

“Great experience – good to work with so much energy and positive attitude”

“The schedule felt demanding but achievable – roughly a day to enquire; a day to generate, prompt and test ideas; a day to develop thoughts and prep for presentation”

“Practical experience of working in a charrette environment, and making tangible links between spatial and community planning. Practical experience in facilitating group discussions and workshop.”



“I enjoyed the opportunity to meet and work with like-minded professionals, who were really trying to make a difference for people, rather than promote their own (or their clients') agenda”



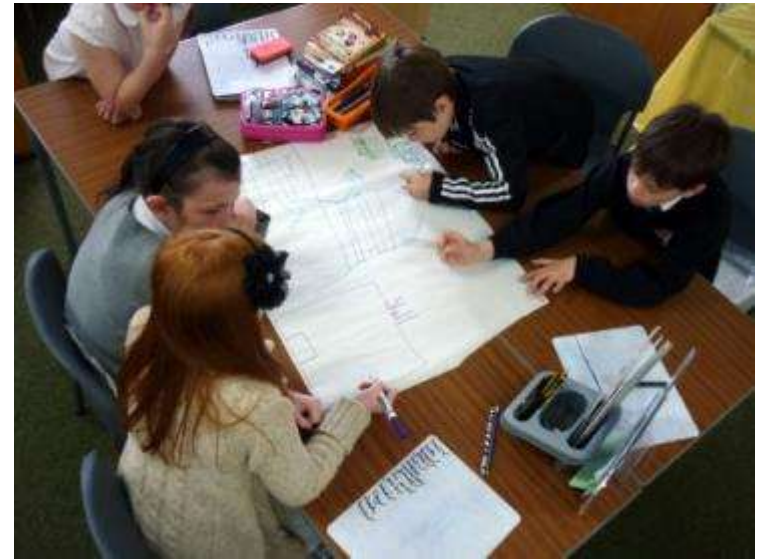
“Worthwhile, “hands on” experience of an important, emerging method of engaging communities in decision-making about the built environment. This was my first opportunity to be part of a professional team working closely with a community to improve their public realm”

“Talking to participants was really interesting and getting the different perspectives was great to understand what makes up places. Seeing local pride, and creative ideas coming through was really fulfilling, and meeting a range of other professionals and working on an equal level with them was really rewarding”



“The opportunity to work with exceptionally good leaders and be part of a well-motivated volunteer team”

“a really nice opportunity for graduates and students which will provide them with both professional and personal benefits”



“It’s necessary to have a mix of skills – happily I think this was about right – designers, planners, helpers, researchers, etc... to be able to address strategic through to detail issues”

“Definitely need designers that aren’t ‘architectural’ in their thinking – but can see the bigger picture. Good to have skills re ‘non-tangible / non-spatial’ issues – e.g. building social infrastructure and social capital”

## Fife Council officers...

“Good integration between Area Services and our [land use planning] Service with PAS people – worked well”

“The benefits were it highlighted potential projects in the Levenmouth area to be funded and included in our team’s work plan.”

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“There is always a need to balance between developing aspirational proposals and those that are realistic and deliverable. I think the Charrette managed that for Levenmouth”



“good CPD to pick up another format for local consultation.”

“I live in the area so project showed what a good place Levenmouth is to live in”



“Being able to participate further, beyond my Strategic Land Allocation role, in the wider regeneration of an area I am working in already”

“I would certainly be happy to attempt [to deliver a charrette exercise myself], subject to gaining the necessary resources and time allowances to be able to carry it out effectively”

# What could we do better?

## Planning Aid volunteers...

“maybe identify community/project leaders to work alongside the team throughout the process?”

“The Saturday exhibition could have been in an empty shop unit on the High Street, with a placard / billboards throughout the town”

“social media might be very helpful, particularly in attracting younger people”



“Advertising the event as focussing on Bawbee Bridge may have been counter productive especially since a larger area was being considered. It might have been better to leave it as Levenmouth”

“Some evening workshops could have increased participants, and a stand in the high street could have helped promote the events beforehand and during”



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## Fife Council officers...

“In terms of community engagement/ workshops and getting ideas down on paper, the Council has the skills to implement this. The Charrette process needs intensive and fast paced design work to turn ideas into proposals over a couple of days. The Council does not have the capability to deliver this crucial aspect.”



“definition [of the charrette focus] has to be close enough to the community to be of specific interest, and the advertising of any event should reflect the primary concerns of an area (health, traffic congestion, unemployment, poor shopping choices etc) and major on how local community and spatial planning can help to address some of these concerns. I think we did this partly”

“I was disappointed with the lack of turnout by members of the public but I cannot fault the organisation team for that.”



## See also 'lessons learned' on:

- Charrette*plus* process (slides 26-27)
- Publicity & engagement (slides 35-36)
- Outputs (slide 78)





# 7 Next steps

# Next steps for Fife Council...

- Ensure **ongoing feedback** to community about implementation progress
- Use charrette outputs to get **resources** for delivery
- Incorporate charrette outputs into related **workstreams** (from Main Issues Report to grounds maintenance)
- Use Leven Valley loop and Bridge Street to Shore Head proposals as **briefs** for more detailed design work
- Use 'town park' group of proposals as **aspiration/vision** to guide future change around mouth of River Leven, including power station site, reopening of bridges and rail link
- Work with **community groups** to deliver mini projects

# Next steps for Fife Council...

- Consolidate **staff capacity** to use charrette skills
- Bring together charrette outputs and other Levenmouth initiatives into **overall plan**
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- Bring together charrette outputs and other Levenmouth initiatives into **overall plan**

# Next steps for PAS...

- **Refine charrette*plus* model** in response to lessons learned
- Continue to expand the PAS pool of **design volunteers**
- Work with Scottish Government, CoSLA and other local authorities/Community Planning Partnership to **further integrate Community Planning/placemaking via charrette*plus* approach**
- **Promote the lessons learned from charrette*plus*** – particularly integration of Community Planning/placemaking, resource efficiency, community focussed design process and embedding charrette skills in local authorities
- **Find other opportunities** for the charrette*plus* approach

# Next steps for Scottish Government...

- **Integrate lessons from charrette*plus* into Charrette Mainstreaming Programme** – particularly integration of Community Planning/placemaking, resource efficiency, community focussed design process and embedding charrette skills in local authorities
- **Consider how to support further refinement and implementation** of charrette*plus* approach – replicability, particularly around use of volunteer resources and PAS impartiality
- **Help integrate Community Planning and physical placemaking** by sharing charetteplus lessons between Planning and Regeneration Divisions

