

Due to Scottish Government guidance relating to Covid-19, this meeting will be held remotely.

Wednesday, 27th January, 2021 - 9.30 a.m.

AGENDA

Page Nos.

1. **APOLOGIES FOR ABSENCE**
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** – Minute of Levenmouth Area Committee of 2nd December, 2020 3 – 6
4. **SUPPORTING THE LEVENMOUTH LOCAL COMMUNITY PLAN – AREA BUDGET REQUEST- ANTI SOCIAL BEHAVIOUR APPROACH** – Report by the Head of Communities & Neighbourhoods 7 – 10
5. **A915 STANDING STANE ROAD – ROAD SAFETY** – Joint Report by the Head of Assets, Transportation and Environment and the Head of Communities & Neighbourhoods 11 – 16
6. **PROPERTY TRANSACTIONS** – Report by the Head of Assets, Transportation and Environment 17 – 18
7. **FORWARD WORK PROGRAMME** 19 – 21

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

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20 January, 2021

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THE FIFE COUNCIL - LEVENMOUTH AREA COMMITTEE – REMOTE MEETING

2nd December, 2020

9.33 a.m. – 10.50 a.m.

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

ATTENDING: John Mitchell, Service Manager, Sustainable Transport and Parking
Michael Drever, Programme Manager Levenmouth Reconnected
Blueprint, Assets, Transportation and Environment, Roads and
Transportation Services; David Paterson, Community Manager
(Levenmouth), Communities and Neighbourhoods; Ryan McQuade,
Property Gazetteer Officer, Economy, Planning and Employability
Services; Eleanor Hodgson, Accountant, Finance and Corporate
Services; Lesley Robb, Lead Officer and Michelle Hyslop, Committee
Officer, (Minute) Legal and Democratic Services.

218. DECLARATIONS OF INTEREST

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

219. MINUTE OF LEVENMOUTH AREA COMMITTEE OF 21ST OCTOBER 2020

The Committee considered the minute of the meeting of the Levenmouth Area Committee of 21st October, 2020.

Decision

The Committee agreed to approve the minute.

**220. SUPPORTING THE LEVENMOUTH PLAN – PUMP TRACK KENNOWAY
DETAILED DESIGN FUNDING**

The Committee considered a report by the Head of Communities and Neighbourhoods seeking approval for a contribution of £10,000 from the Local Community Planning Budget, to allow the progression of the detailed design element for the pump track proposal.

Decision

The Committee agreed to allocate £10,000 from the Local Community Planning Budget as a contribution to progress the design work on the pump track in Kennoway. The funding covers the full engagement process for the detailed design work, the engineering assessment of the site, the completion of detailed design drawings, full cost specifications and submission of planning applications.

221./

221. LEVENMOUTH CONNECTIVITY PROJECT - DETAILED PATH DESIGN PROPOSALS

The Committee considered a joint report by the Head of Communities and Neighbourhoods and the Head of Assets, Transportation and Environment updating members on the progress of the Levenmouth Programme Partnership and the emerging Levenmouth Connectivity project.

Decision

The Committee noted: -

- (1) the content of the report;
- (2) current progress of the Levenmouth connectivity project, and
- (3) a bid would be presented to Transport Scotland for funding to allow the detailed design of the active travel network.

222. LEVENMOUTH RECONNECTED PROGRAMME UPDATE

The Committee considered a report by the Head of Assets, Transportation and Environment updating members on the development of the Levenmouth Reconnected Programme and provided key updates on the Rail Link and River Leven projects.

Decision

The Committee: -

- (1) noted the content of the report including progress in recruiting a programme manager, development of consultation, governance groups, grant funding and communication workstreams; and
- (2) agreed to provide a key governance role towards the Levenmouth Reconnected Programme and proposed projects for grant funding to be approved by the Levenmouth Area Committee.

223. COMMON GOOD FUNDS ANNUAL REPORT 2019-2020

The Committee considered a report by the Executive Director, Finance and Corporate Services advising members of the current status of the Common Good Funds in the Levenmouth area and relevant fund activities over the financial year 2019-2020.

Decision

The Committee noted and commented on the information contained in the report and relevant appendices for the various common good funds.

224./

224. AREA CAPITAL UPDATE REPORT 2020-2021

The Committee considered a report by the Executive Director, Finance and Corporate Services advising members of the current status of the additional capital investment awarded to the Levenmouth Area in the 2017-2020 budget.

Decision

The Committee noted the information contained in the report and relevant appendices, for the Capital funding allocations.

225. STREET NAMING AND NUMBERING CONSULTATION - KIRKLAND PARADE

The Committee considered a report by the Head of Business and Employability which asked members to approve the street name "Kirkland Parade", under Section 97 of the Civic Government (Scotland) Act 1982. The report proposed that the name Kirkland Parade be adopted as a new street name at the development on land at the former Kirkland High School in Methil.

Decision

The Committee agreed that the new street name Kirkland Parade be adopted for the Fife Health and Social Care Partnership development on the land at the former Kirkland High School in Methil.

226. STREET NAMING AND NUMBERING CONSULTATION - STEELWORKS PLACE

The Committee considered a report by the Head of Business and Employability which asked members to approve the street name "Steelworks Place", under Section 97 of the Civic Government (Scotland) Act 1982. The report proposed that the name Steelworks place be adopted as a new street name at the development site on land to the west of Methil Brae.

Decision

The Committee agreed that the new street name Steelworks Place be adopted for the Richard Street Ltd development at land to the west of Methil Brae.

227. STREET NAMING AND NUMBERING CONSULTATION - CRUSOE COURT

The Committee considered a report by the Head of Business and Employability which asked members to approve the street name "Crusoe Court", under Section 97 of the Civic Government (Scotland) Act 1982. The report proposed that the name Crusoe Court be adopted as a new street name at the development on land in lower largo.

Decision

The Committee agreed that the new street name Crusoe Court be adopted for the Fife Health and Social Care Partnership Development on land in Lower Largo.

228./

228. PROPERTY TRANSACTIONS

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

Decision

The Committee noted the content of the report.

229. FORWARD WORK PROGRAMME

Decision

The Committee noted the forward work programme.

27th January 2021

Agenda Item No. 04

Supporting the Levenmouth Local Community Plan – Area Budget Request- Anti Social Behaviour Approach

Report by: Inspector Paul Gillespie, Police Scotland

Wards Affected: 21 & 22

Purpose

This report is to secure funding for the 2021 / 2022 financial year to support the increased Police resource in the Levenmouth area for a period of 7 months to focus on specific anti – social behaviour issues.

Recommendation(s)

Members are asked to:

- Reconfirm support for the coordinated approach previously taken by local partners which was highlighted in the report to the Area Committee on 5th February 2020.
- Agree the funding request as highlighted in this report to allow the Police resource which is key to spearheading the partnership approach to be allocated to this priority issue. The total cost associated with this part of the claim is £ 24,515.17 (2020 figure).
- Agree to setting aside £3000.00 for ancillary work associated with this innovative approach, which is likely to be used for target hardening or other engineering solutions, as well as supporting interventions by partner agencies.
- Note the further draw down of resource available from Police Scotland for these ancillary initiatives.

Resource Implications

It is proposed that the sum noted of £27,515.17 is covered by both Ward budgets.

This split funding approach will fully recognise that the issue is reasonably well spread over both wards 21 and 22.

It should be noted that the funding involved is a 50% match with Police resources to meet the full cost requirement for this approach. It can be confirmed that this contribution has already been secured.

Legal & Risk Implications

There are no legal or risk implications for Fife Council inherent in this report. All work will be coordinated by a steering group of partners and will comply with all necessary regulations.

All work will be risk assessed within standard operating frameworks.

Impact Assessment

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

Consultation

This matter has been the subject of significant discussion, both at Police Engagement meetings, Community Councils, Councillor Surgeries, and has also attracted press coverage. The matter has been highlighted as a concern within local community planning engagement sessions since 2012, and has been tackled using local financial resources, usually through educational, diversion and engineering solutions.

1.0 Background

- 1.1 There is a requirement for all requests over £5000 from the local community planning budget to be considered and agreed by the Area Committee.
- 1.2 Since the first local community plan incarnation back in 2012, the issue of anti-social behaviour, most notably focussed on the illegal use of motorcycles and quad bikes has been considered a priority concern, both amongst elected members and local communities.
- 1.3 While there have been significant improvements in terms of the perception of crime within the Levenmouth community, there are still measurable concerns in relation to anti -social behaviour. To overcome this Police Scotland, with support from Local Area Committee took the initiative to introduce a coordinated response to the issue in 2019 and 2020.

- 1.4 Members were briefed at the December 2019 Area Committee on the impact this co-ordinated approach has had in the last year, with its focus on the summer months, when calls to the Police concerning ASB issues are at their peak.
- 1.5 The performance of the partnership approach led Police Scotland and reported to Area Committee in December 2019 were impressive, and for member information are shown again below.
- 60 vehicle seizures.
 - 222 people charged in relation to ASB and Road Traffic offences.
 - 3 formal ASB warnings issued.
 - 60% reduction in calls relating to ASB.
 - 61% reduction in deliberate fire setting.

The initiative, despite the Coronavirus pandemic, was equally as successful with;

- 38 vehicle seizures.
 - 306 people charged in relation to ASB and Road Traffic offences.
 - 20 formal ASB warnings issued.
 - 1 formal ASB issued to a Fife Council tenant.
 - 2 search warrants executed at high tariff offenders addresses.
 - 39% reduction in calls relating to ASB.
- 1.6 Anecdotal evidence from comments made on social media have shown that local people recognised that there had been a significant drop in nuisance behaviour in their area, which again starts to improve the perception of Levenmouth as being a safe place to live and work.
- 1.7 The 2021 incarnation of this proposal will also include a higher level of focus on drug and alcohol issues as they relate to ASB matters. This will be supported directly by the likes of DAPL and Clued Up.
- 1.8 The programme will also include prevention and diversionary projects, which will be conducted with partners and stakeholders.

2.0 Project Detail

- 2.1 It is proposed that a third phase of this local coordinated approach to ASB issues in Levenmouth, will follow the same format as last year with additional areas of business.
- 2.2 The local partnership arrangements will be revived and will continue to be led by Police Scotland, assisted by SFRS, Safer Communities, Community Education Workers, Housing, PSOS and a range of other agencies.
- 2.3 Although working from a better starting point in terms of reported crime when compared to the figures relevant to January 2019, it is proposed to keep the level of resource and focus on a par with last year.

- 2.4 This approach has been effective in that it has allowed a specific focus on a key issue of concern for Levenmouth residents, and the additional resource is aimed at breaking the cyclic nature of these incidents. Given that Levenmouth as an area accounted for nearly 60% of ASB calls associated with motorcycle use for the whole of the Division in 2018, the extent of the problem was plain to see.
- 2.5 Aligned to the local policing priorities and the Levenmouth Local Community Plan, Thriving Places focus in respect to ASB, the key strategic aims for the project will remain the same and are shown below for reference -
- Tackle anti-social behaviour in relation, public space concerns, including alcohol misuse, motor/quad bike offences and deliberate fire setting
 - Tackle crimes of violence
 - Improve our existing partnership approach
 - Increase public confidence
 - Ensure a more effective education and prevention programme is embedded by all partners.
- 2.6 A dedicated police resource has shown itself to be a significant contributory factor towards getting traction on ASB issues. Accordingly, this report is seeking to secure the financial support from the LCP budgets for wards 21 and 22, to again assist in freeing up this vital component within this approach.
- 2.7 In support of the plan and it is proposed for the period between April to October inclusive, two Full Time Equivalent police officers be dedicated solely to all aspects in support of collaborative prevention, intervention and enforcement activities.
- 2.8 With the potential for a Coronavirus vaccine during 2021, it is anticipated there will be a rise in persons committing ASB and associated offences in the local communities. A dedicated resource to ASB in the Levenmouth will be invaluable in carrying out our punitive enforcement activity and an increased focus on preventative and diversionary work.

3.0 Conclusions

- 3.1 This approach aligns with a specific statement in the Levenmouth local community planning approach under the Thriving Communities headline and is a key priority within the local Policing Plan.

Report Contact

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27th January 2021

Agenda Item No. 05

A915 Standing Stane Road – Road Safety

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

Wards Affected: 21 & 22

This report is to provide Committee with background information on the current and proposed road safety initiatives for the A915 Standing Stane Road and seek approval of a contribution from an Area held budget towards the cost of further enhancements.

Recommendation(s)

It is recommended that the Committee:

1. Note the investment in road safety on the A915 Standing Stane Road over recent years and the proposal for additional investment in engineering using new technology with the aim of further reducing road crashes and casualties.
2. Agree a contribution of £20,000 from an Area budget towards the overall costs to enable this proposal to be taken forward.
3. Note the position on enforcement activity by Police Scotland and that whilst average speed cameras are not an option that can be taken forward at this time, regular Police patrols and deployments of a mobile Safety Camera van will continue to regularly take place to influence driver behaviour.

Resource Implications

To purchase and install the Vehicle Activated Sign (VAS) system described in this report will cost £80,000, the Road Safety budget will contribute £40,000 together with £20,000 from the Traffic Management budget but a contribution of £20,000 is sought from Levenmouth Area Committee to allow this scheme to proceed as proposed.

Legal & Risk Implications

No Legal or Risk Implications.

Impact Assessment

An Equality Impact Assessment has not been completed because the report does not propose a change or revision to existing policies and practices.

Fife's road safety partners of Police Scotland and the Scottish Safety Camera Programme have been consulted on the content of this report.

1.0 Background

- 1.1 The A915 Standing Stane Road records the highest volume of traffic on the Fife Council network, i.e. non-Trunk Roads.
- 1.2 There have been several engineering interventions carried out on the road in recent years, including the route being the first of the current Route Accident Reduction Plan (RARP) schemes in 2015.
- 1.3 Despite the investments in improving the route through engineering and enforcement, crashes due to driver error cannot be completely prevented, and those that have continued to occur have received a high profile, leading to continued local concern and a desire to investigate further possible interventions.
- 1.4 The RARP process involves undertaking an in-depth review of the route, the recorded accidents (including causes, times, road/weather conditions, vehicle manoeuvres) and the current condition of the road including signs/lines. Surveys are undertaken in both daylight and darkness to assess the current condition of the route infrastructure from a drivers' viewpoint.
- 1.5 For the A915, the RARP analysis showed driver error as by far the major contributory factor with a significant proportion of the collisions being caused when vehicles were slowing and the following vehicles then failing to react in time. Significant clusters were located around the junctions and also at the Wellsgreen access, i.e. the locations where the majority of turning manoeuvres on this stretch of road take place.
- 1.6 The engineering works resulting from the RARP analysis included:
 - Improved signage at the Checkbar Road junction and Wellsgreen access
 - Solar power illuminated road studs installed at Checkbar Road junction
 - Lining and road studs upgraded throughout the route
 - New/replacement verge markers and chevrons at the bend between Checkbar Road and the Boreland roundabout
 - Introduction of a 40mph Limit between Durie Vale roundabout and just beyond the Percival Road junction (within the street lit section)
 - Significant cut back of roadside vegetation throughout the route
 - New/replacement junction delineation bollards at all accesses
 - Signs upgraded throughout the route
- 1.7 The number of crashes recorded on the route has decreased since these works were carried out but those that continue to occur still show driver error as the most common factor.

2.0 Issues and Options

2.1 Additional Road Safety Engineering

- 2.1.1 Since the RARP works were undertaken additional verge markers have been installed at the Checkbar Road junction but crashes are continuing to be recorded there, principally due to vehicles travelling too close and failing to react and slow for turning traffic. This is a far more common cause of crashes than vehicles travelling at excessive speed, which the significant volume of traffic present for the majority of the day on the road largely prevents.
- 2.1.2 The Council has been investigating the possibility of installing Vehicle Activated Signs (VAS) that detect traffic and can display tailored messages including warning drivers if they are too close to the vehicle in front. These are new technology to the market and currently only in use on a section of the trunk road network in Dumfries and Galloway but are potentially a very useful tool to deal with the driver behaviour being experienced on the Standing Stane Road.
- 2.1.3 This proposed system uses the VAS to give information warning drivers by flashing up a message. Compared to a standard VAS sign however the type proposed here would provide a tailored message both to warn if a vehicle is travelling too close to the vehicle in front and also to warn of any turning traffic ahead, at the Checkbar junction. If neither of these situations apply then there is no message displayed. The technology uses sensors buried in the road surface to detect the criteria for displaying a targeted message to drivers.
- 2.1.4 The manufacturer has offered to install the system at a competitive price if they were permitted to use the Fife scheme as an example to demonstrate to other Local Authorities, as this would be the first installation on part of a Council road network. It is however expensive with an estimated cost of £80,000. The Road Safety budget can contribute £40,000 together with £20,000 from the Traffic Management budget but a contribution of £20,000 is sought from Levenmouth Area Committee to allow this scheme to proceed.
- 2.1.5 In comparison installing standard VAS signs that display a fixed message activated by a vehicle approaching above a pre-determined speed would be cheaper at around £20,000 to £25,000, depending on factors such as the size of the sign, and one of this type is already in place on the eastbound approach to the Checkbar Road junction. However, the impact on driver awareness would be significantly less than the proposed tailored message VAS sign system, as it would not be able to warn of vehicles travelling too close which has been identified as a particular issue on the Standing Stane Road. Equally only installing the tailored message system in one direction would reduce the cost but also lessen the impact as the traffic flows are similar in both directions.
- 2.1.6 In addition, as part of the ongoing road markings/stud replacement and surface condition programmes the surface infrastructure on the A915 will be monitored, refreshed and renewed as required on an ongoing basis.

2.2 Enforcement Activity

- 2.2.1 The high volumes of traffic for the majority of the day result in average speeds being well below the 60mph limit along the A915. The Police are aware of the ongoing concerns about the road and have regular patrols, including it as one of their priority routes. It is also a mobile Safety Camera site with regular visits by a Camera Van and where deployment hours have increased over the last year.
- 2.2.2 However, the deployments of the Camera Van result in very small numbers of vehicles being detected in excess of the limit. Equally, in the crashes that are occurring, speeding is not being identified as causation factor except for a tiny number of cases.
- 2.2.3 The suggestion of an average speed camera system has been investigated with the Scottish Safety Camera Programme and Police Scotland. The introduction of such a system is not a decision the Council can take itself, as the enforcement of speeding offences is the role of Police Scotland and the selection of enforcement sites is led by the Scottish Safety Camera Programme Office. The costs of running the Safety Camera Programme, both capital and revenue, are met by Scottish Government, with funding based on the criteria signed off by the Scottish Government Strategic Road Safety Partnership Board. This includes payments to Police Scotland for the ongoing operation of the enforcement.

The Scottish Safety Camera Programme covers the whole of the road network in Scotland, both Trunk and Local Authority networks. The identification of both the site locations and the type of enforcement is undertaken by three area Safety Camera Units (Fife being in the East area) in line with the criteria set down by Scottish Government. If Fife Council wished to install a system it would still have to be operated by Police Scotland and that operation is paid for by the Programme.

- 2.2.4 Whilst the route currently meets the criteria for camera enforcement, the crash history and speed survey data result in mobile camera rather than fixed average speed camera being the most effective deployment under the criteria used.
- 2.2.5 As turning and slowing traffic together with vehicles travelling too closely are far more common causes of crashes than vehicles travelling at excessive speed, a reduction in the posted speed limit would have little effect on these crashes, particularly as the significant volume of traffic present for the majority of the day on the road results on average speeds well below the limit.

3.0 Conclusions

- 3.1 The average speeds recorded on the A915 Standing Stane Road are below the speed limit and excessive speed is not recorded as a cause in the majority of crashes that occur.
- 3.2 The continuing occurrence of crashes around the junctions and accesses suggests that some drivers are travelling too close together to be able to react if the vehicles in front slow down unexpectedly.
- 3.3 Whilst ongoing maintenance of the road infrastructure and enforcement activity will assist in ensuring better driver behaviour, a more innovative solution is sought raise the profile of potential hazards with drivers and drawn their attention.

- 3.4 An average speed camera system is not a practical option for the circumstances being experienced on the A915 particularly due to speed not being the predominant causation factor but also the issue that the Council itself cannot make the decision to install a system.
- 3.5 The installation of Vehicle Activated Signs (VAS) that detect traffic and both warn drivers if they are too close to the vehicle in front and of their approach to slowing/turning traffic, would be the first installation of the type on a Local Authority managed road and offers a tailored solution to assist with the ongoing driver behaviour problems being experienced on the A915.
- 3.6 The contribution from Levenmouth Area Committee if agreed would allow the full installation of a VAS system that can give a tailored message to drivers rather than a more traditional fixed message sign.

List of Appendices

None.

Background Papers

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

- Fife Community Safety Strategy - [Fife.gov.uk - Community Planning > Fife Community Safety Partnership](https://www.fife.gov.uk/community-planning)
- Scotland's Road Safety Framework to 2020 - [Transport Scotland Road Safety Framework](https://www.transport.scot.nhs.uk/road-safety-framework)
- Case Studies of existing schemes utilising some of the proposed technology - [Clearview Intelligence - Intelligent transport systems \(1\)](#) [Clearview Intelligence - Intelligent transport systems \(2\)](#)

Report Contacts

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27th January 2021

Agenda Item No. 06

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

Consultation

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

1.0 Background

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

2.0 Transactions

2.1 Acquisitions

2.1.1 3 Burns Avenue, Buckhaven

Date of Acquisition: 9 November 2020
Price: £130,000
Seller: David and Sarah Flemming

2.1.2 65 Myreside Avenue, Kennoway

Date of Acquisition: 20 November 2020
Price: £85,000
Seller: John Mowbray

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 24 March 2021			
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. Next due March 2021
Silverburn Flax Mill project update		David Paterson	Added to WP as per D Paterson email 19.11.20
School Attainment and Achievement Report		Sarah Else	Annual Report

Levenmouth Area Committee of 23 June 2021			
Title	Service(s)	Contact(s)	Comments
Area Housing Plan Update 2021			Annual Housing Report - Peter Nicol Due June/August 2021
Safer Communities Team Update Report - including Fire and Rescue Service, and policing activities within Levenmouth		Liz Watson	Annual Reports from Safer Communities Team, Scottish Fire & Rescue Service and Police Scotland (joint report)

Unallocated			
Title	Service(s)	Contact(s)	Comments
Fife Sports & Leisure Trust Update Report - Leven Pool	Fife Sports & Leisure Trust (FSLT)	Andy Maclellan	Moved to May 2020 as per A Maclellan email 10.03.20 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, Tracey Harley	Tracey Harley - contact

Unallocated			
Title	Service(s)	Contact(s)	Comments
Pupil Equity Funding Update	Education and Children's Services	Shelagh McLean	Removed from June 19 as update will now be provided after the Committee meeting takes place on 12th September 2019 - as per D Paterson.
Levenmouth Community Enterprise Centre Project Update	Communities and Neighbourhoods Service	David Grove, David 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
Economic Report - Levenmouth Area		Pamela Stevenson	6 monthly update report as requested at LAC 4.9.19 removed to unallocated as per discussion with D Paterson 06.02.20
Pupilwise / Parentwise Update Report	Education and Children's Services	Deborah Davidson	Report submitted every 3 years. Last presented October 2018 - Due October 2021.
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.
Common Good Fund Annual Update 2020-2021		Eleanor Hodgson	Annual Report due end of 2021.
Area Capital Update 2021		Eleanor Hodgson	Annual Report due end of 2021.
Complaints Annual Update		David Thomson-CRM	Due around August/September 2021
Settlement Trust Annual Update		David Paterson	Annual Update Report due 2021.
Parks Street and Open Spaces Annual Update Review		John Rodigan	Annual Report Due 2021

Unallocated			
Title	Service(s)	Contact(s)	Comments
Policing Update Anti Social Behaviour Initiative Levenmouth			John Docherty - Annual Report due 2021.
Area Road Programme 2021			Annual Area Roads Programme