

# Environment, Transportation and Climate Change Scrutiny Committee



Committee Room 2, 5th Floor, Fife House, North Street,  
Glenrothes

Tuesday 25 March 2025 - 10.00 a.m.

## AGENDA

Page Nos.

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST**  
  
In terms of Section 5 of the Code of Conduct, members are asked to declare an interest in particular items on the agenda and the nature of the interest(s) at this stage.
3. **MINUTE** – Minute of the meeting of Environment, Transportation and Climate Change Scrutiny Committee of 21 January 2025. 4 - 6
4. **CHANGE OF MEMBERSHIP** – Members are asked to note that Councillor Judy Hamilton has replaced Councillor David Graham and Councillor Ken Caldwell has replaced Councillor Stefan Hoggan on this committee.
5. **FIFE ROAD CASUALTY STATISTICS 2024** – Report by the Head of Roads and Transportation Services. 7 - 21
6. **ENVIRONMENTAL VANDALISM STRATEGY** – Joint report by the Head of Protective Services, Head of Environment and Building Services and Head of Housing Services. 22 - 44
7. **2024/25 REVENUE PROJECTED OUTTURN – DECEMBER** – Joint report by the Executive Director, Finance and Corporate Services and Executive Director, Place. 45 - 48
8. **2024/25 CAPITAL PROJECTED OUTTURN – DECEMBER** – Joint report by the Executive Director, Finance and Corporate Services and Executive Director, Place. 49 - 54
9. **ENVIRONMENT, TRANSPORTATION & CLIMATE CHANGE SCRUTINY COMMITTEE FORWARD WORK PROGRAMME** – Report by the Executive Director, Finance and Corporate Services. 55 - 62

**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.**

Lindsay Thomson

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Glenrothes  
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18 March, 2025

If telephoning, please ask for:

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## **BLENDED MEETING NOTICE**

This is a formal meeting of the Committee and the required standards of behaviour and discussion are the same as in a face to face meeting. Unless otherwise agreed, Standing Orders will apply to the proceedings and the terms of the Councillors' Code of Conduct will apply in the normal way

For those members who have joined the meeting remotely, if they need to leave the meeting for any reason, they should use the Meeting Chat to advise of this. If a member loses their connection during the meeting, they should make every effort to rejoin the meeting but, if this is not possible, the Committee Officer will note their absence for the remainder of the meeting. If a member must leave the meeting due to a declaration of interest, they should remain out of the meeting until invited back in by the Committee Officer.

If a member wishes to ask a question, speak on any item or move a motion or amendment, they should indicate this by raising their hand at the appropriate time and will then be invited to speak. Those joining remotely should use the "Raise hand" function in Teams.

All decisions taken during this meeting, will be done so by means of a Roll Call vote.

Where items are for noting or where there has been no dissent or contrary view expressed during any debate, either verbally or by the member indicating they wish to speak, the Convener will assume the matter has been agreed.

There will be a short break in proceedings after approximately 90 minutes.

Members joining remotely are reminded to have cameras switched on during meetings and mute microphones when not speaking. During any breaks or adjournments please switch cameras off.

**THE FIFE COUNCIL - ENVIRONMENT, TRANSPORTATION AND CLIMATE CHANGE  
SCRUTINY COMMITTEE – BLENDED MEETING**

**Committee Room 2, 5th Floor, Fife House, North Street, Glenrothes**

**21 January 2025**

**10.00 am – 11.40 am**

**PRESENT:** Councillors Jane Ann Liston (Convener), Tom Adams, Naz Anis-Miah, Aude Boubaker-Calder, Rod Cavanagh, Al Clark, Jean Hall Muir, Stefan Hoggan, Andy Jackson, Nicola Patrick, Darren Watt and Daniel Wilson.

**ATTENDING:** Carol Connolly, Executive Director Place; Nigel Kerr, Head of Protective Services, Lisa McCann, Service Manager - Food and Workplace Safety, Rob Bowditch, Service Manager – Public and Environmental Protection, Kenny Bisset, Lead Officer, Donald Payne, Lead Officer, Protective Services; Jay Wilson, Accountant, Finance and Corporate Services; Emma Whyte, Committee Officer and Elona Thomson, Committee Officer, Legal and Democratic Services.

**ALSO IN ATTENDANCE:** Duncan Fortescue-Webb, Consultant in Public Health, NHS Fife for Para 123 only.

**APOLOGY FOR ABSENCE:** Councillor Gavin Ellis

**120. DECLARATIONS OF INTEREST**

No declarations of interest were submitted in terms of Standing Order No. 22.

**121. MINUTE**

The committee considered the minute of the meeting of the Environment, Transportation and Climate Change Scrutiny Committee of 12 November 2024.

**Decision**

The committee approved the minute.

**122. PROTECTIVE SERVICES ENFORCEMENT POLICY**

The committee considered a report by the Head of Protective Services providing an updated version of an enforcement policy covering Environmental Health, Trading Standards, Building Standards and Public Safety to ensure it remained current and fit for purpose.

**Decision**

The committee:-

- (1) noted the contents of the report; and

- (2) considered and commented on the contents of the report.

**123. JOINT HEALTH PROTECTION PLAN**

The committee considered a report by the Head of Protective Services providing an overview of the Joint Health Protection Plan 2024-26 which health boards and local authorities were required to produce every two years.

**Decision**

The committee:-

- (1) noted the contents of the report; and  
(2) considered and commented on the contents of the report.

**124. FIFE COUNCIL CONTAMINATED LAND STRATEGY UPDATE 2024**

The committee considered a report by the Head of Protective Services advising that Fife Council's Contaminated Land Inspection Strategy had been updated for 2025-2030, outlining the Council's continued determination to bring damaged land back into beneficial use through a diverse set of innovative interventions.

**Decision**

The committee:-

- (1) noted the contents of the report; and  
(2) supported the Land and Air Quality Team's commitment to protecting public health through collaborative working and proactive intervention.

**125. FIFE COUNCIL AIR QUALITY STRATEGY 2021-25: FIFE COUNCIL AIR QUALITY ANNUAL PROGRESS REPORT 2024**

The committee considered a report by the Head of Protective Services relating to the Fife Council Air Quality Annual Progress Report 2024 enabling the committee to scrutinise the progress made in delivering the aims and objectives of Fife's Air Quality Strategy 2021-2025.

**Decision**

The committee:-

- (1) noted the positive outcomes detailed in the report; and  
(2) supported the ongoing commitment to improving and maintaining good air quality across Fife.

**126. UPDATED FIFE COUNCIL AIR QUALITY STRATEGY 2025-2030**

The committee considered a report by the Head of Protective Services advising of the latest Fife Council Air Quality Strategy 2025-2030 which outlined the Council's continued intention to maintain and improve air quality in Fife in accordance with legislation and associated statutory guidance.

**Decision**

The committee:-

- (1) noted the contents of the report; and
- (2) supported the ongoing commitment to improving and maintaining good air quality across Fife.

**127. 2024/25 REVENUE PROJECTED OUTTURN – OCTOBER**

The committee considered a joint report by the Executive Director, Finance and Corporate Services and Executive Director, Place providing an update on the projected outturn financial position for the 2024/25 financial year for the areas in scope of the Environment, Transportation and Climate Change Scrutiny Committee.

**Decision**

The committee considered the current financial performance and activity as detailed in the report.

**128. 2024/25 CAPITAL PROJECTED OUTTURN – OCTOBER**

The committee considered a joint report by the Executive Director, Finance and Corporate Services and the Executive Director, Place providing an update on the Capital Investment Plan and advising on the projected financial position for the 2024/25 financial year for the areas in scope of the Environment, Transportation and Climate Change Scrutiny Committee.

**Decision**

The committee considered the current financial performance and activity as detailed in the report.

**129. ENVIRONMENT, TRANSPORTATION & CLIMATE CHANGE SCRUTINY COMMITTEE FORWARD WORK PROGRAMME**

The committee considered a report by the Executive Director, Finance and Corporate Services relating to the forward work programme for future meetings of the committee.

The committee were advised of a number of updates to the forward work programme to bring reports forward for consideration.

**Decision**

The committee noted the contents of the forward work programme and updates.

25 March 2025

Agenda Item No. 5

## Fife Road Casualty Statistics 2024

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**Report by:** John Mitchell, Head of Roads & Transportation Services

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**Wards Affected:** All

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### Purpose

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To advise the committee of the numbers and severity of casualties on Fife's roads in 2024 and the performance against the Scottish Government Road Safety Casualty Reduction targets.

### Recommendation(s)

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It is recommended that committee: -

- (1) consider the 2024 road casualty statistics; and
- (2) note the ongoing work of road safety partners aimed at reducing casualties and meeting the Scottish Government casualty reduction targets for 2030.

### Resource Implications

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A number of budgets and staff resources contribute to the road safety initiatives being delivered by Fife's Community Safety Partners including Fife Council, Police Scotland, the Scottish Fire & Rescue Service and NHS Scotland.

### Legal & Risk Implications

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No Legal or Risk Implications.

### Impact Assessment

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An Equality Impact Assessment and a Fife Environmental Assessment Tool (FEAT) assessment are not required because the report does not propose a change or revision to existing policies or practices.

### Consultation

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Fife's road safety partners (including Police Scotland and Scottish Fire & Rescue Service) have been consulted on the content of this report.

## 1.0 Background - Road Safety Strategies

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- 1.1 The latest Scottish *Road Safety Framework* was published by the Scottish Government in 2021. It describes a road safety vision for Scotland, with aims and commitments, and provides targets for reducing road deaths and serious injuries by 2030, with intermediate outcome targets for specific high risk road user groups.
- 1.2 The *Plan for Fife 2017-2027* sets out a vision for Fife for the ten-year period including a theme of *Thriving Places* which are safe, well designed and maintained places that promote wellbeing, where people are proud to be, and where they have access to the services and facilities they need at different stages of their lives. Improving Road Safety is an important element of work to deliver this. The Plan for Fife includes many of the elements previously considered in the *Fife Community Safety Strategy 2015-20*.
- 1.3 To assist with the delivery of the Fife Community Safety Partnership *Safer Communities Vision - Unintentional Harm* theme, the Road Casualty Reduction Group brings together officers of the organisations delivering road safety initiatives to develop joint working opportunities and share data. The latest Scottish Road Safety Framework encourages formation of these local partnership groups throughout Scotland based on the success in Fife and the other areas where these groups have been in existence. The Road Casualty Reduction Group has a regularly updated Action Plan/Task List encompassing the partners areas of work relating to Engineering, Encouragement and Enforcement.
- 1.4 Roads and Transportation Services produce a *Road Safety Engineering Action Plan* that sets out the engineering activities and partnership working that are identified to help reduce road casualties. This Plan is being updated to reflect the targets contained in the latest Scottish Road Safety Framework.

## 2.0 Casualty Figures & Reduction Targets

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### 2024 Casualty Figures

- 2.1 The data on crashes and casualties is collected by Police Scotland and supplied to each Council for their area. The casualty figures for 2024 are lower than in 2023 and a similar level to recent years, reflecting the casualty number results across Scotland.
- 2.2 In the summer of 2019, Police Scotland started using CRASH (Collision Reporting and Sharing), an injury-based reporting system, for recording the data that feeds into this report. Before the introduction of CRASH, police officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either 'slight' or 'serious'). CRASH is an injury-based recording system where the officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level from 'slight' to 'serious'. Since CRASH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury-based reporting system tends to result in more casualties being classified as 'serious', which means that the number of serious and slight casualties are not directly comparable with earlier years.



- 2.3 A summary of the overall Fife casualty statistics for the period 2014-2024 is detailed in Appendix 1, along with an indication of Fife's performance in respect of the national targets for reducing fatal and serious injuries. Table 1 below summarises the 2024 figures by severity of casualty:

| Severity                    | Number of Casualties |
|-----------------------------|----------------------|
| Fatal (Killed)              | 12                   |
| Serious (Seriously Injured) | 101                  |
| Slight (Slightly Injured)   | 236                  |
| <b>Total</b>                | <b>349</b>           |

*Table 1: Fife Casualties 2024 by Number and Severity Type*

The total number of casualties has decreased when comparing 2024 with 2023. In 2024, the number of Fatal casualties reduced (12 down from 15), Serious injuries decreased (101 from 111) with Slight injuries also down (236 from 252) compared to the previous year. A summary of the crashes resulting in fatalities is shown in Appendix 5.

- 2.4 A summary of the Fife child casualty statistics for the period 2014 - 2024 is detailed in Appendix 2, with the figures for 2024 shown in table 2 below:

| Fife Child Casualties 2024  |                      |
|-----------------------------|----------------------|
| Severity                    | Number of Casualties |
| Fatal (Killed)              | 0                    |
| Serious (Seriously Injured) | 4                    |
| Slight (Slightly Injured)   | 24                   |
| <b>Total</b>                | <b>28</b>            |

*Table 2: Fife Child Casualties 2024 by Number and Severity Type*

There was a significant drop in the number of child casualties overall when comparing 2024 (28) with 2023 (40) and it is positive to note there were once again no child fatalities recorded in 2024. In 2024, the number of Serious injuries decreased (4 down from 14) and Slight injuries decreased (24 from 26) when compared to the previous year.

### 3.0 National Casualty Reduction Targets

- 3.1 The aim of road safety interventions is to seek to prevent crashes and casualties, working towards an ambitious long-term goal where no one is seriously injured or killed on our roads by 2050 (Vision Zero). To focus on the need for continuing work to lower numbers, the Scottish Government Road Safety Framework sets out targets to reduce casualties. These are listed in table 3 below which measure the overall numbers of people killed and seriously injured, with separate targets to reduce the number of children in these categories. The Year 2030 reduction targets are based on a percentage reduction from the average figures recorded between

2014 – 2018. A briefing note was circulated to members of the Economy, Tourism, Strategic Planning & Transportation Sub Committee in March 2022 with the background to the new Framework and associated targets. There are also Intermediate Outcome Targets to 2030 which are focused on mode and age-specific user groups. They are listed in table 4 below:

| Category of Casualty       | Year 2030<br>Reduction Target<br>(%) | Target expressed as maximum<br>number of Casualties p.a. in<br>Fife in 2030 |
|----------------------------|--------------------------------------|---|
| Total Killed               | 50 %                                 | 5   |
| Total Seriously Injured    | 50 %                                 | 42  |
| Children Killed            | 60 %                                 | 0   |
| Children Seriously Injured | 60 %                                 | 4   |

*Table 3: National Casualty Reduction Targets*

| Intermediate Outcome<br>Category of Casualty                        | Year 2030<br>Reduction Target<br>(%) | Target expressed as maximum<br>number of Casualties p.a. in<br>Fife in 2030 |
|---|--------------------------------------|---|
| Pedestrians killed or<br>seriously injured                          | 40 %                                 | 13  |
| Cyclists killed or<br>seriously injured                             | 20 %                                 | 7   |
| Motorcyclists killed or<br>seriously injured                        | 30 %                                 | 13  |
| Road users aged 70 and<br>over killed or<br>seriously injured       | 20 %                                 | 9   |
| Road users aged between<br>17 and 25 killed or<br>seriously injured | 70%                                  | 5   |

*Table 4: National Intermediate Outcome Casualty Reduction Targets*

The Intermediate Outcome categories can include casualties who will be counted in more than one category, so the numbers do not necessarily add together to give the overall maximum figures in Table 3.

- 3.2 The targets are challenging, with very small numbers in the majority of categories. Although good progress has been made in recent years continued investment will be needed to further reduce casualties. Appendices 1 and 2 together with the graphs in Appendix 4 illustrate the scale of reduction required to meet the targets.

3.3 The Intermediate Outcome Casualty Reduction Targets focus on known high risk road user groups, again with very small numbers in the majority of categories. Appendix 3 provides details on the numbers recorded in each category over recent years.

## 4.0 Monitoring and Evaluation

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- 4.1 Appendix 4 of this report depicts Fife's performance against the national targets for 2030 set by the Scottish Government. The charts show the number of casualties for each target category for the period 2014-2024 together with the decreasing Scottish target line.
- 4.2 The data for 2024 shows progress in reducing casualty numbers over the longer term but illustrates the point that the small numbers involved mean a minor change can have a significant impact on the results over a year. Continued work will be required to meet the challenge of further reductions with the aim of achieving future targets.
- 4.3 The number of casualties is a result of the number of crashes which occur each year, these numbers are different as several people can be injured in one crash. During 2024 the number of crashes that resulted in an injury was 259, a similar level to 2023, as shown in table 5 below:

| Severity of Crash   | Year       |            |            |            |            |
|---------------------|------------|------------|------------|------------|------------|
|                     | 2020       | 2021       | 2022       | 2023       | 2024       |
| Fatal               | 11         | 2          | 8          | 13         | 11         |
| Serious             | 94         | 66         | 76         | 89         | 87         |
| Slight              | 136        | 121        | 148        | 154        | 161        |
| <b>Annual Total</b> | <b>241</b> | <b>189</b> | <b>232</b> | <b>256</b> | <b>259</b> |

Table 5: Fife Crashes 2020 to 2024 by Number and Severity Type

- 4.4 The real cost of road crashes is the trauma and grief felt by the families and individuals involved. However, to stress the importance of the need to reduce crashes and casualties, it is worthwhile considering the financial cost of these. The Department for Transport publish valuations of crash costs each year which are designed to take account of the Human costs (pain, grief, suffering, loss of enjoyment of life, etc), the Economic costs (loss of output due to injury and medical costs) and direct costs of damage to vehicles and property together with Police and Insurance administration.

Table 6 overleaf shows the cost per crash and the impact in Fife terms:

| Cost of crashes in Fife in 2024                 |                         |                       |                   |
|---|-------------------------|-----------------------|-------------------|
| Severity of Crashes                             | Cost per Crash (£)<br>^ | 2024 Reported Crashes | Total Cost (£)    |
| Fatal crashes each cost                         | 2,411,659               | 11                    | 26,528,249        |
| Serious crashes each cost                       | 271,003                 | 87                    | 23,577,261        |
| Slight crashes each cost                        | 20,892                  | 161                   | 3,363,612         |
| Total cost of reported crashes in Fife for 2024 |                         |                       | <b>53,469,122</b> |

*Table 6: Cost of Crashes in Fife 2024*

^ Based on 2023 values for Great Britain from Reported Road Casualties Scotland 2023 Table 9a

4.5 In comparison, the total cost of reported crashes in Fife for 2023 was £63,148,779.

4.6 Police Scotland collect up to six Contributory Factors for each crash. The ten most common are shown in table 7 below, with the percentage of crashes in which they are identified as a cause:

| Contributory Factor                                      | % of crashes |
|--|--------------|
| Careless/Reckless (Driver/Rider)                         | 20%          |
| Failed to look properly (Driver/Rider)                   | 9%           |
| Loss of control (Driver/Rider)                           | 7%           |
| Failed to judge other person's path/speed (Driver/Rider) | 6%           |
| Careless/Reckless (Pedestrian)                           | 5%           |
| Aggressive driving (Driver/Rider)                        | 3%           |
| Failed to look properly (Pedestrian)                     | 3%           |
| Slippery road due to weather                             | 2%           |
| Impaired by drugs (Driver/Rider)                         | 2%           |
| Failed to judge vehicle's path/speed (Pedestrian)        | 2%           |

*Table 7: Ten most common contributory factors identified in 2024*

- 4.7 The nature of road safety interventions with their interrelationship to (i) Education, (ii) Encouragement and (iii) Enforcement makes it very difficult to demonstrate a direct link between any one initiative and the number and severity of crashes it prevents. However, the work undertaken in Fife has delivered a reduction in numbers of crashes and casualties, when comparing the trend over the longer term. The measurement of success related to Engineering interventions is more quantifiable and Roads & Transportation Services continuously monitor the road network, producing an analysis of the worst crash sites. This allows the identification and prioritisation of engineering schemes and ongoing monitoring to help ensure the scheme has been successful. The future programme and funding for Road Safety Engineering, including the development of Route Accident Reduction Plans, was approved at the Economy, Tourism, Strategic Planning & Transportation Committee meeting in February 2018 (2018.E.T.S.P&T.13 para.24 refers).
- 4.8 The initiatives currently being undertaken by the road safety partners, both individually and collectively through the Road Casualty Reduction Group, will continue to be developed and expanded where funding allows.
- 4.9 The road safety partners will continue to analyse the statistics to identify trends to ensure future initiatives are targeted at groups and locations where problems are identified.

## 5.0 Conclusions

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- 5.1 The overall number of road crashes and casualties have reduced over the long term, with the figures for 2024 showing a decrease compared to 2023 albeit at a similar level to that recorded in recent years. The child casualty numbers are significantly lower in 2024 than previous years.
- 5.2 There is a need to continue the work to meet the challenge of reducing casualties and working towards achieving the Scottish Government casualty reduction targets for 2030.

### List of Appendices

Appendix 1 – Fife Casualty Statistics 2014 – 2024.

Appendix 2 – Fife Child Casualty Statistics 2014 – 2024.

Appendix 3 – Fife Intermediate Outcome Category Statistics 2014 to 2024.

Appendix 4 – Fife's performance against the national targets to 2030.

Appendix 5 – Summary of the crashes resulting in fatalities.

### Background Papers

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

- Plan for Fife 2017 - 2027 - [Plan4Fife](#)
- Scotland's Road Safety Framework to 2030 - [Transport Scotland Road Safety Framework](#)

## Report Contacts

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## **Appendix 1**

### **Fife Casualty Statistics 2014 to 2024 & Reduction Targets**

| <b>Year</b> | <b>Killed<br/>(Fatal in<br/>tables<br/>in<br/>report)</b> | <b>Serious</b> | <b>Slight</b> | <b>Total</b> |
|-------------|---|----------------|---------------|--------------|
| 2014        | 12  | 80             | 436           | <b>528</b>   |
| 2015        | 12  | 72             | 480           | <b>564</b>   |
| 2016        | 10  | 87             | 510           | <b>607</b>   |
| 2017        | 5   | 82             | 334           | <b>421</b>   |
| 2018        | 10  | 97             | 323           | <b>430</b>   |
| 2019        | 15  | 128            | 277           | <b>420</b>   |
| 2020        | 12  | 108            | 220           | <b>340</b>   |
| 2021        | 2   | 74             | 185           | <b>261</b>   |
| 2022        | 8   | 86             | 253           | <b>347</b>   |
| 2023        | 15  | 111            | 252           | <b>378</b>   |
| 2024        | 12  | 101            | 236           | <b>349</b>   |

#### **People Killed reduction target for 2030**

- 50% reduction in people killed  
2014 to 2018 average = 10 per annum  
Year 2030 Target maximum = 5

#### **People Seriously Injured reduction target for 2030**

- 50% reduction in people seriously injured  
2014 to 2018 average = 84 per annum  
Year 2030 Target maximum = 42

## **Appendix 2**

### **Fife Child Casualty Statistics 2014 to 2024 & Reduction Targets**

| <b>Year</b> | <b>Killed<br/>(Fatal in<br/>tables<br/>in<br/>report)</b> | <b>Serious</b> | <b>Slight</b> | <b>Total</b> |
|-------------|---|----------------|---------------|--------------|
| 2014        | 1   | 4              | 32            | <b>37</b>    |
| 2015        | 1   | 7              | 34            | <b>42</b>    |
| 2016        | 1   | 9              | 63            | <b>73</b>    |
| 2017        | 0   | 13             | 31            | <b>44</b>    |
| 2018        | 1   | 9              | 35            | <b>45</b>    |
| 2019        | 0   | 13             | 34            | <b>47</b>    |
| 2020        | 1   | 14             | 31            | <b>46</b>    |
| 2021        | 0   | 7              | 17            | <b>24</b>    |
| 2022        | 1   | 8              | 27            | <b>36</b>    |
| 2023        | 0   | 14             | 26            | <b>40</b>    |
| 2024        | 0   | 4              | 24            | <b>28</b>    |

#### **Children Killed reduction target for 2030**

- 60% reduction in children (aged <16) killed  
2014 to 2018 average = 1 per annum  
Year 2030 Target maximum = 0

#### **Children Seriously Injured reduction target for 2030**

- 60% reduction in children (aged <16) seriously injured  
2014 to 2018 average = 9 per annum  
Year 2030 Target maximum = 4



### **Appendix 3**

#### **Fife Intermediate Outcome Category Statistics 2014 to 2024**

| <b>Year</b> | <b>Pedestrians<br/>Killed or<br/>Seriously<br/>Injured</b> | <b>Cyclists<br/>Killed or<br/>Seriously<br/>Injured</b> | <b>Motorcyclists<br/>Killed or<br/>Seriously<br/>Injured</b> | <b>Road<br/>users<br/>Aged 70<br/>or over<br/>Killed or<br/>Seriously<br/>Injured</b> | <b>Road users<br/>Aged between<br/>17 to 25 Killed<br/>or Seriously<br/>Injured</b> |
|-------------|--|---|--|---|---|
| 2014        | 21   | 8   | 20   | 11  | 13  |
| 2015        | 20   | 9   | 18   | 11  | 13  |
| 2016        | 16   | 12  | 22   | 11  | 17  |
| 2017        | 24   | 8   | 23   | 8   | 18  |
| 2018        | 21   | 8   | 13   | 13  | 23  |
| 2019        | 31   | 17  | 14   | 20  | 30  |
| 2020        | 28   | 8   | 17   | 15  | 26  |
| 2021        | 14   | 5   | 11   | 5   | 16  |
| 2022        | 17   | 6   | 14   | 13  | 15  |
| 2023        | 25   | 4   | 20   | 21  | 24  |
| 2024        | 24   | 7   | 20   | 11  | 19  |

Table shows the actual recorded numbers for each year in each category

#### **Reduction targets to 2030 based on above**

##### **40% reduction in Pedestrians killed or seriously injured**

2014 to 2018 average = 21 per annum. Year 2030 Target maximum = 13

##### **20% reduction in Cyclists killed or seriously injured**

2014 to 2018 average = 9 per annum. Year 2030 Target maximum = 7

##### **30% reduction in Motorcyclists killed or seriously injured**

2014 to 2018 average = 19 per annum. Year 2030 Target maximum = 13

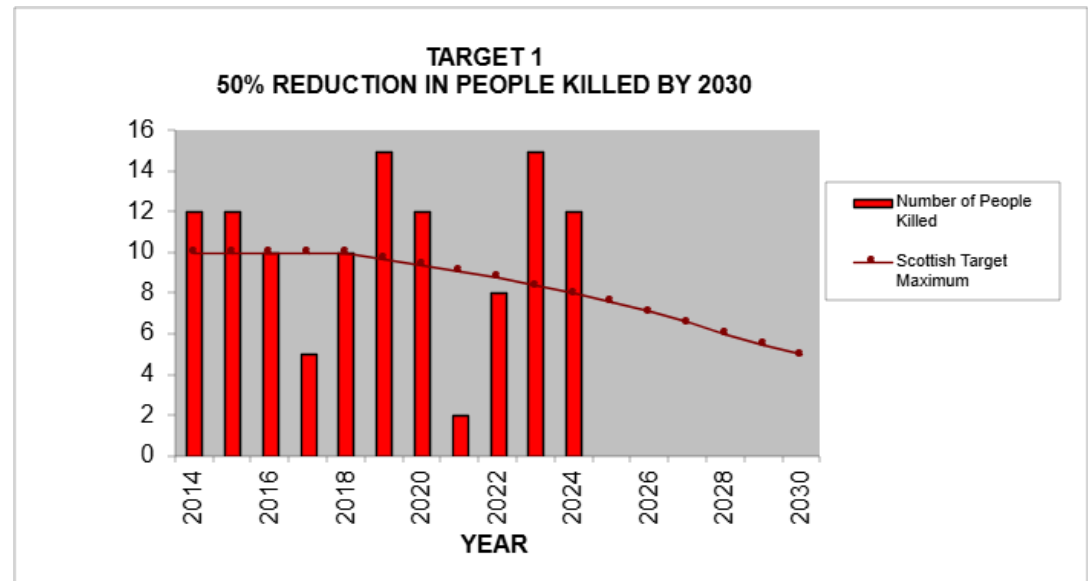
##### **20% reduction in Road users Aged 70 or over killed or seriously injured**

2014 to 2018 average = 11 per annum. Year 2030 Target maximum = 9

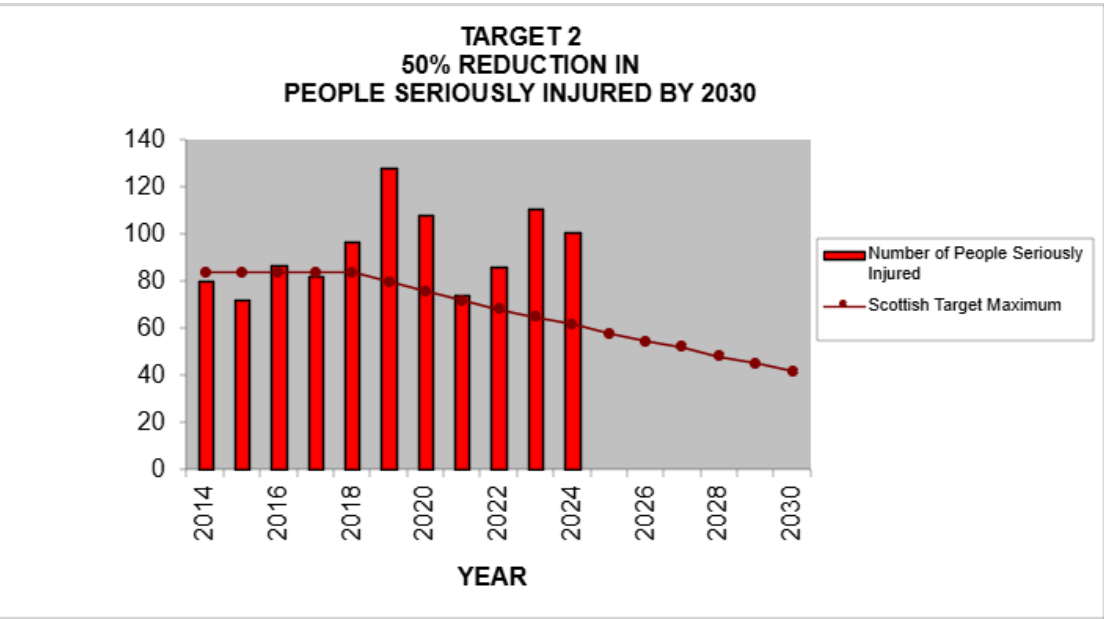
##### **70% reduction in Road users Aged 17 to 25 killed or seriously injured**

2014 to 2018 average = 17 per annum. Year 2030 Target maximum = 5

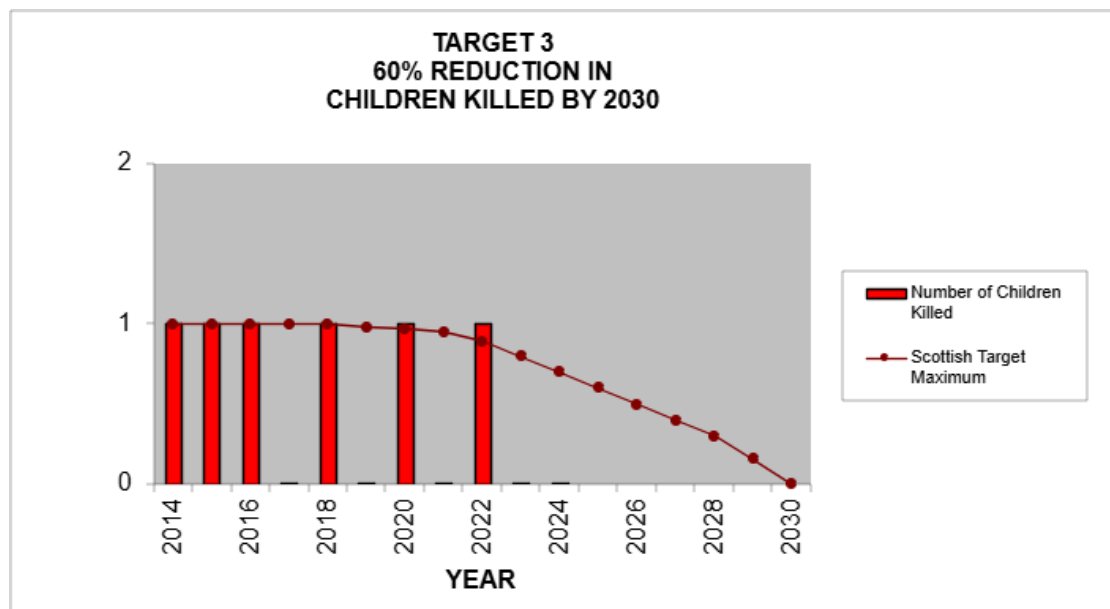
**Appendix 4**



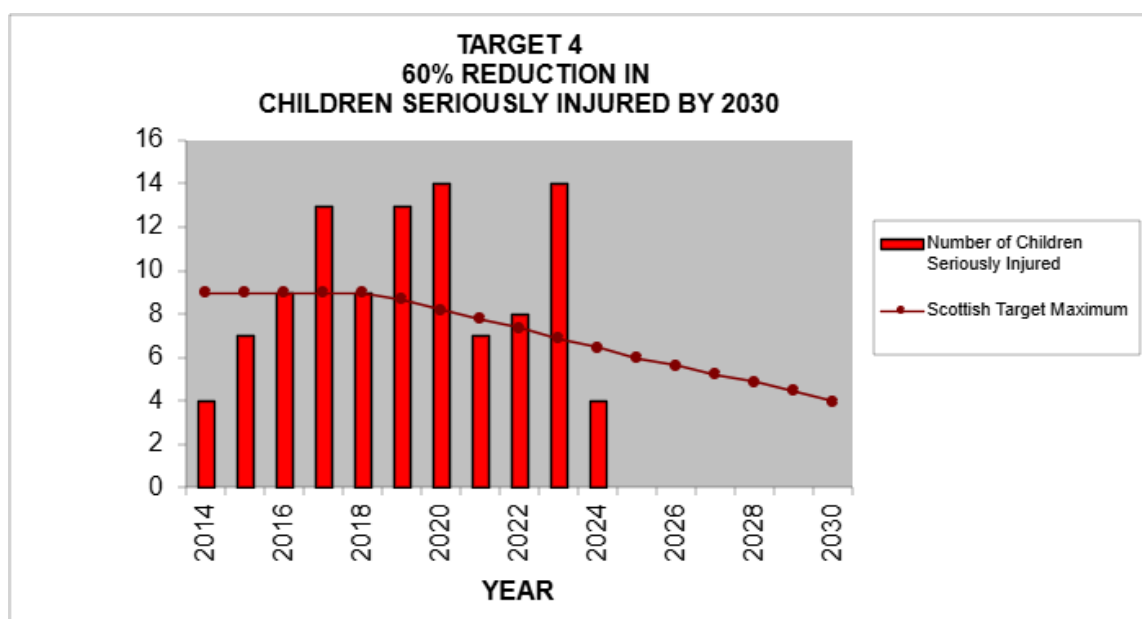
*Graph 1: Target 1 - 50% reduction in people killed by 2030*



*Graph 2: Target 2 - 50 % reduction in people seriously injured by 2030*



*Graph 3: Target 3 - 60% reduction in children killed by 2030*



*Graph 4: Target 4 - 60% reduction in children seriously injured by 2030*

## **Appendix 5**

### **Summary of the crashes resulting in fatalities**

| <b>Fatal Casualty Crash Details</b> |                            |   |   |
|-------------------------------------|----------------------------|---|---|
| <b>Date</b>                         | <b>Urban or Rural area</b> | <b>Location</b>                                     | <b>Fatal Casualty</b>                                       |
| 16/01/2024                          | Urban                      | Foxton Drive, Glenrothes                            | Male Driver aged 21 years                                   |
| 01/03/2024                          | Urban                      | A910 Chapel, Kirkcaldy                              | Male Pedestrian aged 57 years                               |
| 31/03/2024                          | Urban                      | Queensferry Road, Rosyth                            | Male Rider aged 49 years                                    |
| 04/05/2024                          | Urban                      | Woodside Road, Glenrothes                           | Male Driver aged 41 years                                   |
| 09/06/2024                          | Rural                      | B922 between Cluny Clays and Kirkcaldy              | Male Driver aged 46 years                                   |
| 19/06/2024                          | Rural                      | B981 between Crossgates and Inverkeithing           | Male Driver aged 52 years                                   |
| 16/07/2024                          | Rural                      | A92 between Cowdenbeath and Crossgates (Trunk Road) | Male Driver aged 53 years                                   |
| 11/08/2024                          | Rural                      | B914 between Saline and Kelty                       | Male Driver aged 45 years<br>Female passenger aged 59 years |

| Fatal Casualty Crash Details |                     |  |                                |
|------------------------------|---------------------|--|--------------------------------|
| Date                         | Urban or Rural area | Location                                 | Fatal Casualty                 |
| 15/08/2024                   | Rural               | A909 between Cowdenbeath and Burntisland | Female passenger aged 85 years |
| 24/08/2024                   | Rural               | B939 Strathkinness Low Road              | Male Driver aged 83 years      |
| 31/12/2024                   | Rural               | A915 Standing Stane Road                 | Female Driver aged 26 years    |

25 March 2025

Agenda Item No. 6

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## **Environmental Vandalism Strategy Update**

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**Report by: Nigel Kerr - Head of Protective Services**

**John Rodigan - Head of Environment and Building Services**

**John Mills – Head of Housing Services**

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**Wards Affected: All**

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### **Purpose**

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To update members on progress since the approval of the Environmental Vandalism Strategy 2022 – 2024 in February 2022 and introduce a proposed refreshed approach in Fife.

### **Recommendation(s)**

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The Committee is asked to: -

- (1) Note the contents of this report.
- (2) Provide feedback on the noted successes and challenges.
- (3) Note and provide feedback on the proposed refreshed approach to environmental issues in Fife.
- (4) Remit the Head of Protective Services to consider the requirement for a Citizen Charter or agree an alternative to align with the new approach.

### **Resource Implications**

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The core actions detailed within this report can be met from existing budgets/ resources, however, further consideration of additional resource requirements will be explored as part of the review.

### **Legal & Risk Implications**

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The Council must ensure that the strategy or policy adopted allows it to continue to meet its duties across several pieces of legislation relating to the individual types of environmental vandalism referred to in this report.

### **Impact Assessment**

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An Equality Impact Assessment (EqIA) is not necessary as the report does not propose a change to existing policies at this time.

The Fairer Scotland Duty, which came into force on 1 April 2018, requires the Council to consider how it can reduce inequalities of outcomes caused by socioeconomic disadvantage when making strategic decisions. There are no negative impacts identified as part of this review as it will aim to protect and enhance health and wellbeing for all.

## **Consultation**

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The progress to date has been overseen by an Environmental Vandalism Function Board (chaired by Head of Protective Services) which also has representation from Housing Services, Environment and Building Services, Roads and Transportation, Legal Services, Finance, Fife Council Communications and Safer Communities.

The Head of Finance has also been consulted on this report.

## 1.0 Background

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- 1.1. The purpose of this report is to provide members with an update on the implementation of the Environmental Vandalism Strategy.
- 1.2. In February 2022 members of the Environment & Protective Services Sub-Committee approved the [Environmental Vandalism Strategy 2022-2024](#). The vision of the Strategy is to significantly reduce environmental vandalism in Fife.
- 1.3. In June 2023 the Scottish Government published their [National Litter and Flytipping Strategy](#) which was developed in conjunction by the Scottish Government, Zero Waste Scotland, Keep Scotland Beautiful and the Scottish Environment Protection Agency following engagement with other key partners and stakeholders. The Strategy aims to drive litter and flytipping prevention through changes in behaviour, the delivery of services and enforcement.

The 6-year Strategy sets important and ambitious objectives and includes actions which will be delivered in the first year including:

- A national community-focused litter education programme
  - A national online litter hub
  - Action to identify, target and stop flytippers
  - Support for private landowners to deter and deal with flytipping affecting their land
  - Fixed penalty notices for flytipping to be more than doubled to £500
  - Improvements to data collection, management and analysis, including a litter and flytipping Data Strategy
  - New legislative powers to:
    - tackle littering from vehicles
    - seize vehicles involved in flytipping offences
    - issue fixed penalty notices for breaches to householder duty of care obligations in relation to household waste
- 1.4. The first update report was presented to the Environment, Transportation & Climate Change Scrutiny Committee on [28 November 2023](#); this is the second update report.
  - 1.5. Whilst the implementation of the Environmental Vandalism Strategy in Fife has raised the profile of environmental offending there is no current evidence that this has resulted in positive behavioural change in individuals who commit crimes such as illegal dumping and littering.

## 2.0 Current Position

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- 2.1 With the implementation of Fife's Environmental Vandalism Strategy 2022-2024, the Council aims to tackle these issues through both prevention and enforcement.



Whilst it is recognised that robust enforcement will act as a deterrent, it is clear that more integrated partnership working and enabling positive behavioural change within Fife will be essential to preventing environmental vandalism in the longer term.

- 2.2 The aims and objectives encompass both actions at a strategic level and use of data and intelligence to ensure a more targeted approach can be taken to tackle environmental vandalism.
- 2.3 A number of specialist working groups were set up to drive forward innovation and improvements to service delivery – these groups report to the Environmental Vandalism Function Board. The scope and remit of each group was highlighted in the 28 November 2023 committee report.

- **Finance Sub-Group**
- **Regulatory Sub-Group**
- **Communications Sub-Group**
- **Data and Intelligence Sub-Group**
- **Action Plan Sub-Group**

- 2.4 The table below outlines the number of cases dealt with by the Safer Communities Team throughout Fife during the financial years April 2019 - December 2024:

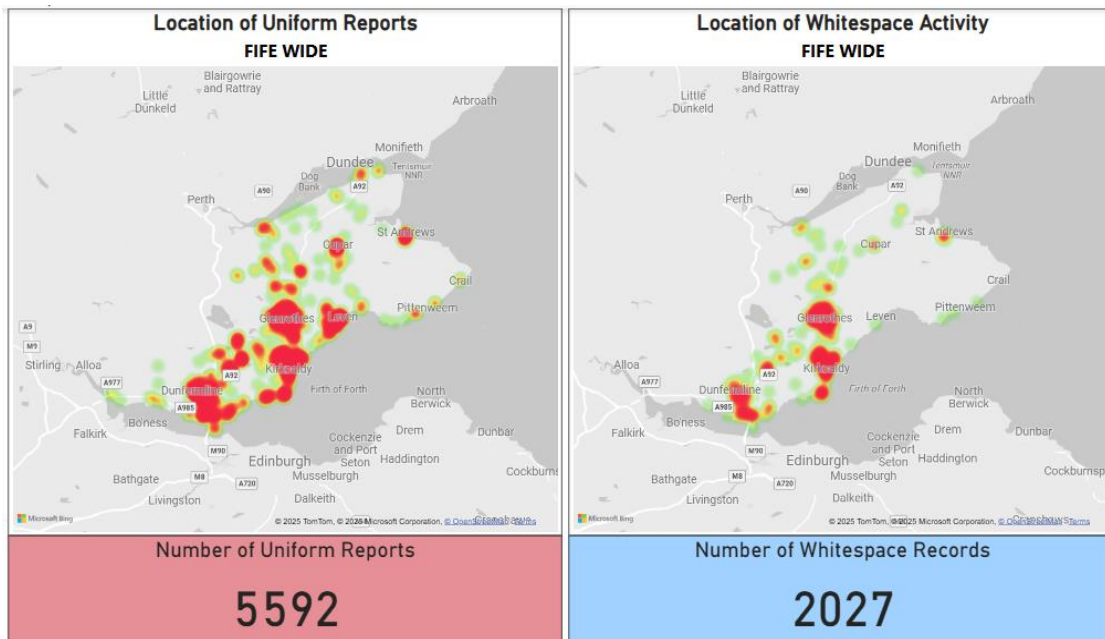
| <b>Fife wide</b>     | <b>2019/20</b> | <b>2020/21</b> | <b>2021/22</b> | <b>2022/23</b> | <b>2023/24</b> | <b>Apr-Dec 24</b> |
|----------------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| Abandoned Vehicles   | 1669           | 958            | 1717           | 1881           | 2437           | 1876              |
| Contaminated Gardens | 709            | 768            | 601            | 551            | 379            | 296               |
| Dog Fouling          | 967            | 640            | 621            | 824            | 747            | 417               |
| Illegal Dumping      | 3703           | 3771           | 3891           | 3078           | 3385           | 2549              |
| Littering            | 137            | 87             | 64             | 74             | 53             | 37                |
| Vehicle Littering    | -              | 8              | 34             | 42             | 41             | 27                |

- 2.5 Since 16 May 2023 the Domestic Waste and Street Cleansing Service has been recording clean ups of flytipping on the Whitespace back-office system; this activity is shown in the table below.

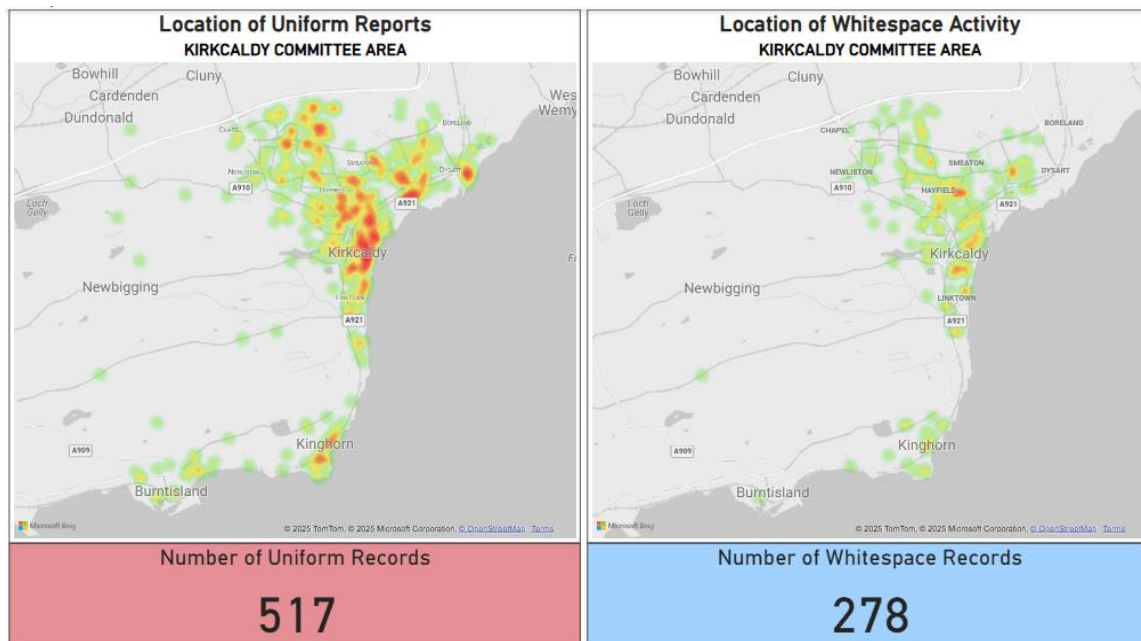
| <b>Time period</b>  | <b>2023/24*</b> | <b>Apr – Dec 2024</b> |
|---------------------|-----------------|-----------------------|
| Number of clean ups | 1178            | 849                   |

*\*Whitespace system commenced 16/05/2023*

- 2.6 The data from both these teams can now be plotted by geographical location and heat maps produced (May 23 – end Dec 24) which highlights areas of flytipping hot spots.



- 2.7 The 2 maps above show hot spot locations on a Fife wide basis. The system allows an analysis to be done at any scale. By way of an example, the 2 maps below show the flytipping locations at a Kirkcaldy Area Committee level.



- 2.8 The integration of data from multiple platforms is at an early stage, however, it is anticipated that analysis of trends such as hot spot locations, nature and amounts of waste etc will allow a more targeted approach to both education, promoting positive behaviour change and enforcement.

## 3.0 Update on Progress

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- 3.1 There has been some good progress against the majority of the Strategy Objectives. A number of examples including pilot initiatives, comms and marketing campaigns, operations/service re-design etc have been listed under the respective Strategy Objective headings below.

### **Objective 1: Partnership Working**

- 3.2 The 'Don't Rubbish Fife' campaign designed to tackle illegal dumping, which is a fundamental problem for Fife was launched in Kirkcaldy on 28 February 2022.
- 3.3 The three Estate Management Groups at Auchmuty, Highlands & Islands and Linktown have continued to meet regularly over the past year. These groups were formed as part of the Revised Estate Management Approach with representatives from Housing, Tenants & Residents Associations, Safer Communities Team, Community Learning & Development, Street Cleansing, Waste Management, Grounds Maintenance, Environmental Health, Police Scotland, and Elected Members who meet every two months to agree actions to make visible improvements in the areas. Feedback from the members of the groups has been extremely positive with a reduction in antisocial behaviour and visible improvements to the areas.
- 3.4 The Partnership Against Rural Crime (PARC) group raised flytipping as a major concern, advising that it is the 3<sup>rd</sup> highest number of reported incidents of rural crime being reported to Police Scotland. Fife Council have arranged a working group including partners from the Police, Fife Coast and Countryside Trust, SEPA and the National Farmers Union Scotland to establish how best to tackle the issue.
- 3.5 Between April and December 2024 there were 1876 abandoned vehicles reported and investigated by the Safer Communities Team which resulted in 65 being uplifted and destroyed by a specialist contractor in 2024. Many vehicles which are reported to the Council may not necessarily be abandoned and therefore in collaboration with DVLA and Police Scotland two days of action were undertaken in October 2024 and February 2025 which resulted in 28 nuisance vehicles being uplifted which were either abandoned, untaxed or uninsured.
- 3.6 Every year there are a lot of abandoned bikes in the town of St Andrews due to students moving on. A partnership approach is taken to tackle any bikes which are deemed to be abandoned by Safer Communities, the Police and the Clean & Green Team. The bikes are uplifted and taken to St Andrews Police Station with the majority then being passed over to a charity called Bikeworks Fife, who either refurbish them or strip them down for re-usable parts. In 2024 a Tik Tok video was created and posted on St Andrews Live [Bike Tok.mp4](#)



## **Objective 2: Promoting Awareness and Positive Behavioural Change**

- 3.7 Examples of some of the campaigns to promote awareness and positive behavioural change are shown below:

An initial communications and behaviour change campaign was launched to support the 'Don't Rubbish Fife' pilot in Templehall Kirkcaldy Feb-April 2022. The focus was on both local communications in Kirkcaldy and Fife-wide promotion to maximise campaign impact and make best use of resources. Communications around flytipping and the promotion of messaging have continued into 2025.

- 3.8 Communications to raise awareness of issues and help reduce incidents of environmental vandalism continue. Projects have included raising awareness around illegal dumping, abandoned vehicles, and littering and involved advertising on Council vehicles, radio interviews and promotion on Fife Council social media platforms. Videos and other creative campaign materials have recently been released to help tackle the issues of littering, roadside littering, and dog fouling. A few examples with links are provided below:



Video links:

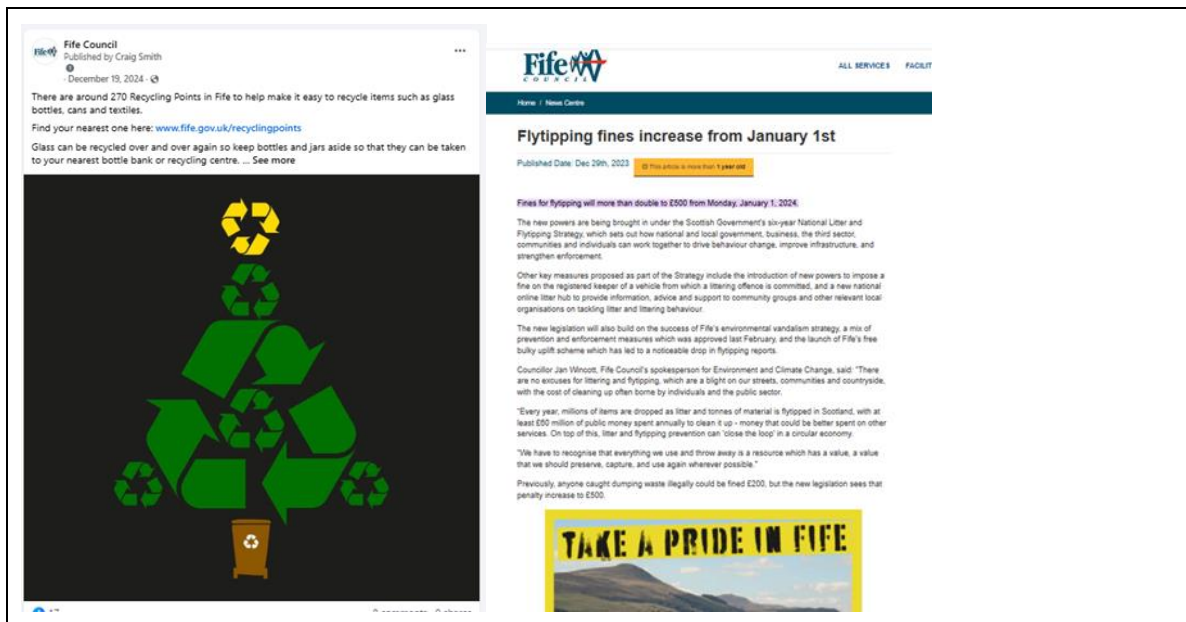
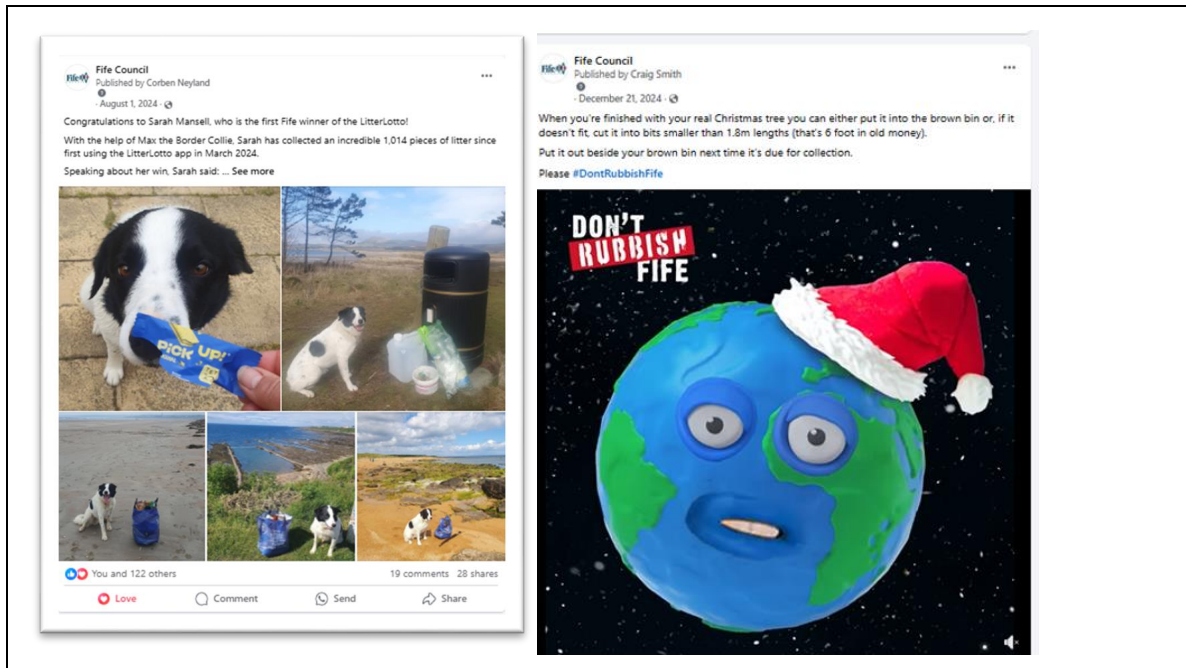
[Dogfouling Fife - YouTube](#)

[Don't Rubbish Fife - Litter - YouTube](#)

[Don't Rubbish Fife - Fly-Tipping - YouTube](#)

[Roadside litter - YouTube](#)





- 3.9 Communications continue to work across services and with partners to highlight issues and help reduce environmental vandalism. For example, the LitterLotto initiative, designed to reduce littering, has been widely publicised to the public. The LitterLotto is a free-to-enter competition that encourages people to collect as much litter as possible and 'bin it to win it'. Each time a piece of litter is submitted, it counts towards a person's entries to win jackpots and prizes.
- 3.10 When the new smart bins in St Andrews were publicised, there was also a focus on using street bins responsibly. The state-of-the-art compactor bins compress or compact litter as it is deposited in the bin. These initiatives have been publicised across social media, media, newsletters, online and press.

- 3.11 Preventative campaign messages have been used to target ‘white van man’ including those advertising on social media as they are often renowned for collecting household waste at discounted prices and illegally dumping it. Throughout 2024 several meetings were arranged with SEPA to discuss this issue with a view to taking a more collaborative and robust approach whilst making the best use of intelligence.
- 3.12 In January 2024 the Scottish Government increased the cost of fixed penalty notices for perpetrators of flytipping from £200 to £500. In February 2024, Officers from the Safer Communities Team and Street Cleansing took part in an interview at Heatherywood with STV News to raise awareness of this and highlight the impact that flytipping has on communities: <https://news.stv.tv/v/fines-for-fly-tipping-to-rise-in-clampdown-bid>. Over 2024 the communications team responded to 18 enquiries from the media about flytipping across Fife.
- 3.13 In October 2024, Housing, Building Services, CIRECO, Street Cleansing and Waste Operations carried out a project at the Heatherywood access road which resulted in the removal of 73.08 tonnes of waste, furthermore industrial fencing was erected to prevent any further flytipping. This project has been highly successful and has seen a significant reduction in the amount of flytipping at this site.

### **Objective 3: Operations, Service Re-design and Coordination**

#### **Removal of Offending Materials**

- 3.14 The Domestic Waste and Street Cleansing Service are responsible for the swift removal of offending materials, through the smart deployment of staff resources and support of volunteers from local communities. The recording of operational activities supporting the removal element of the Environmental Vandalism Strategy started in April 2023, with the introduction of the digital back-office system for street cleansing - Whitespace.

#### **Illegal Dumping**

- 3.15 Illegally dumped waste is removed by fly tipping, verge cleaning and street cleansing teams, depending on proximity and the type of material to be uplifted. Discarded rubbish is attended to quickly, only hazardous materials or waste that provides strong evidence of ownership are left for investigation by the Safer Communities Team.
- 3.16 It should be noted that all Persistent Organic Pollutants (POPS) material is now classified as hazardous waste since SEPA introduced the new guidelines last year. All upholstered material now has to be collected separately from other waste and can only be taken to Lower Melville Wood which adds further work to the teams involved.
- 3.17 There was a 12% increase in fly tipping over the first 12 months of the free bulky uplift scheme. The nature of fly tipping materials is also changing as new legislation has been introduced regarding upholstered items so there has been an increase in sofas etc being dumped. The introduction of the free bulky uplift service does not seem to have had any impact on reducing fly tipping. Further monitoring of key fly tipping hot spots may be required to identify who is carrying this out.
- 3.18 Due to inappropriate use of Recycling Points, where excess rubbish was reported to be illegally dumped, Safer Communities Officers carried out default patrols to

various recycling points around Fife. Their presence and interaction with the public has made a positive impact and seen an improvement at those recycling points.

### **Littering**

- 3.19 Discarded materials such as sweet wrappers, drinks containers, cigarette ends, fast food packaging, till receipts and small bags remain the most significant risk to the natural environment. Collecting litter of this nature is the core activity of street cleansing teams.
- 3.20 Despite having nearly 7000 bins in Fife, littering is still an issue in many areas with town centres and walkways to High Schools most affected. Approaches to some High Schools, have been made by the Service and Community Police Teams but the response has been poor. Hi-Viz vests, black bags and litter pickers have been provided for pupil use, but to date these materials have not been used.
- 3.21 148 street cleansing operatives collect the litter from the 16,144 streets of Fife. Maintaining a consistent quality standard across 22 Wards with this limited number of staff is difficult and comes at the expense of other routine activities such as weed removal.
- 3.22 Fife is well served by volunteer litter pickers and their work and support is greatly appreciated and makes a material difference to the local environment. The Service works with the volunteers, coordinating operations where possible, supplying materials and disposing of the collected rubbish.
- 3.23 In March 2024, Safer Communities Officers were asked to mentor a group of pupils from Levenmouth Academy working to achieve their Duke of Edinburgh award. We provided the equipment and appropriate PPE for the pupils to carry out litter picks within the local area and also acted as their mentors, supporting them to help clean up parts of Levenmouth.



- 3.24 In September 2024, Officers assisted residents of Cowdenbeath with a litterpick of Leuchatsbeath woods where young people often congregate leaving behind litter. The group collected 10 black bags which mainly consisted of alcohol bottles and cans as well as disposable vapes.

- 3.25 On the 9th of December 2024, Pupils from Balwearie High School joined forces with Safer Communities Officers, Police Scotland and Street Cleansing Operatives as well as teachers to litter pick the surrounding area which made a positive environmental improvement to the area.
- 3.26 On the 18<sup>th</sup> June 2024 Safer Communities teamed up with 7 adolescents from Link Living Ltd who struggle with confidence and self-esteem, this was an opportunity to not only tidy up the park and beach area but was also an opportunity for these young people to work alongside Safer Communities Officers and share lived life experiences.

### **Dog Fouling**

- 3.27 Dog fouling is a particularly unpleasant form of environmental vandalism and is an issue in most urban areas of Fife. There is a general spread of irresponsible behaviour from dog owners, but every town has particular hotspots and street cleaners lift the offending material on sight.
- 3.28 New dual purpose 'litter and dog waste' bins have been installed in a number of areas and existing bins have been labelled to inform dog owners that their waste can be disposed with normal litter.
- 3.29 Following reports of uncontrolled dogs chasing peacocks and dog fouling in Pittencrieff Park, Safer Communities Officers deployed on foot to the park as part of 'Operation Twilight' to interact and raise awareness of the issue with early morning and late afternoon dog walkers in the park. The emphasis was on positive interaction and education with members of the public. The officers were well received, and efforts were highlighted via Facebook with most comments being positive but also highlighting awareness of other areas suffering dog fouling problems.
- 3.30 High visibility Littering and Dog Fouling patrols were carried out for the full week commencing 5<sup>th</sup> of February 2024 on Kirkcaldy Esplanade. A day of action was also held during this week where a gazebo was erected, Sandy the dog (Team Mascot) attended, and Street Cleansing were also present showing a mass presence from Fife Council in the area and raising awareness of the issues.
- 3.31 Twilight patrols were also carried out in the Cowdenbeath and Glenrothes areas throughout the winter months when dog fouling is most problematic. Officers engaged with dog walkers, highlighting the issue of dog fouling whilst providing information on the penalties for people failing to pick up after their dogs.
- 3.32 Following reports of dog fouling around schools, the children of Anstruther, Buckhaven, Cardenden, Collydean, Crossgates, Kingskettle, Ladybank, Leslie, Methilhill, Sinclairtown, Springfield and St Agatha's Primary Schools have created Anti-Dog Fouling Posters which Safer Communities had created into usable signs. Officers attended at the schools to have these signs erected and continue to carry out dog fouling patrols around these areas.





## Flyposting

- 3.33 Flyposting is the display of advertising material on buildings and street furniture without the consent of the owner. The adverts are usually for local events and are attached to lampposts, fencing, and street furniture or pasted on to buildings. Fife does experience persistent flyposting and street cleaners scrape off the materials wherever they find them. New solvent products are being researched and trialled to enable easier and more effective removal and cleaning.

## Graffiti

- 3.34 When graffiti is wilfully applied to deface public property it is considered vandalism. Reports of malicious incidents are passed to the Facilities Management Service who have a specialist team attend to remove it.

## Abandoned Vehicles

- 3.35 Safer Communities arranged for the uplift and destruction of sixty-five abandoned vehicles by a specialist contractor in 2024. In October 2024, Safer Communities Officers supported DVLA and the Police with a day of action within the Abbotsford Court area of Glenrothes which resulted in 18 nuisance vehicles being uplifted.
- 3.36 In addition, a similar multi-agency day of action was held on the 18<sup>th</sup> February 2025 involving the Police, DVLA and Safer Communities was carried out to tackle abandoned, untaxed and uninsured vehicles from Whitehall Industrial Estate,

Glenrothes. This resulted in the removal of 10 vehicles making a positive impact in the local environment.

### **Contaminated Gardens**

- 3.37 The Housing Service is now allowing Council house gardens to be cleared as part of area hot spot clean-up projects, which require deeper cleansing of streets and greenspace. These projects are making a significant difference to the environment in these areas.

### **Whitespace Digital System**

- 3.38 Whitespace is a comprehensive digital job management system designed to meet the needs of public service organisations. The system was installed in April 2023 to help the street cleansing team to streamline processes and improve the management of street assets.
- 3.39 The software maps local area data and through real-time communication and cleansing frequency information can efficiently schedule daily street cleansing activities. The system provides the service with new reporting capabilities and actionable insights. Teams can update their workloads through mobile devices, report environmental vandalism events and record their daily activities and time allocations.
- 3.40 Information gathered over time will be analysed to show what the staff resource requirement needs to be to maintain all areas of Fife to a consistently good standard and manage environmental vandalism interventions. This data will support future funding bids for additional permanent and seasonal staff.

### **Bulky Uplift Collections**

- 3.41 There were 55,547 bulky uplifts in the first 12 months since the start of the 'free of charge' service in April 2023. This is a fourfold increase in demand, with black bags, furniture, mattresses and fridges being uplifted in volumes across Fife.
- 3.42 The number of bulky uplift requests from 01 April 2024 to end of December 2024 is 41,044. There is now a huge upsurge in POPS items making up the majority of bulky uplifts; out of the numbers for 2024 there were 13,494 POPS items.

### **Resources**

- 3.43 Street cleansing asset and staff statistics.

| <b>Wards</b> | <b>Streets</b> | <b>Miles</b> | <b>Bins</b> | <b>Staff</b> |
|--------------|----------------|--------------|-------------|--------------|
| 1-22         | 16,144         | 2,845        | 6,935       | 161          |

- 3.44 With the exclusion of mechanically swept streets, on average each street cleaner is responsible for 10 miles of streets, and 47 bins. Street cleansing frequency schedules are based on what can be achieved with current staffing levels, rather than demand requirements.

- 3.45 Street cleansing teams have their core work schedules disrupted on a daily basis by attending to environmental vandalism events. Over time, Whitespace will gather information that can be analysed to show what the staffing numbers need to be to deliver street cleansing programmes and environmental vandalism duties to all areas of Fife.
- 3.46 Materials arising from environmental vandalism activities are being swiftly removed by street cleansing teams and the environment is better maintained by the 'lift on sight' approach and the introduction of the free-of-charge bulky uplift service.
- 3.47 The collection of litter remains a priority for street cleansing teams because of the daily challenge and visible blight it presents. However, resource limitations mean that other core duties such as weeding are being compromised. Over time Whitespace reports will accurately identify the resource gap and inform future resource funding decisions.
- 3.48 The information gathered by Whitespace will also show environmental vandalism trends and evidence the impacts of the environmental vandalism strategy going forward.

#### **Objective 4: Enforcement Action**

- 3.49 In relation to enforcement several actions have been taken to develop the most effective strategy for policing environmental vandalism. Meetings have taken place with Crown Office and Procurator Fiscal Service, and training has been provided to enforcement officers on legislation, evidence gathering and report writing/submission. Within the council a specialist working group has been established with Legal Services; a review has been undertaken to identify all possible legislative powers and training is to be provided to ensure officers understand what the best enforcement options are in the circumstances being investigated.
- 3.50 This workstream has enabled use of new regulatory approaches to deal with specific issues. A good example of this is the recent use of powers under section 95 of the Civic Government (Scotland) Act 1982 to deal with bulky items in common areas and to maintain the open space and any boundary walls or fences so as to prevent danger or nuisance to the public.
- 3.51 In 2024 there were one hundred and seventy nine fixed penalty notices issued for environmental offences in relation to dog fouling, flytipping and littering.

In terms of Fife's position, the following number of Fixed Penalty Notices have been issued in 2024.

| Type of FPN | Number | Outcome                                      |
|-------------|--------|--|
| Dog fouling | 48     | 14 paid, 13 to debt recovery and 1 PF report |
| Flytipping  | 104    | 30 paid, 5 payment plans, no reports to PF   |
| Littering   | 27     | 5 paid, 1 report to PF                       |

- 3.52 The Safer Communities Team can now use smart camera Re-deployable CCTV (RCCTV) solutions to assist in the prevention as well as the detection and prosecution of environmental crime or antisocial behaviour such as fly-tipping. The 7 cameras were purchased as part of the partnership approach to tackling Environmental Vandalism and support the key objectives of the partnership strategy. The cameras can be deployed to identified and suitable hot spot locations Fife wide and are an additional tool alongside existing practices and preventative measures in the fight against Environmental Vandalism. Locations identified as problematic, can be surveyed for suitability and although the ability to deploy cameras may exist, existing measures should also be tried before installation or deployment is deemed necessary to minimise the impact on the privacy of members of the public.
- 3.53 Where evidence is captured, Officers can take relevant action against those carrying out offences by issuing fixed penalty notices, sending a further deterrent message to those perpetrating such behaviour. There has been a delay in utilising these cameras, however, all data protection, IT and training issues have now been resolved and they will now be installed in hot spot locations for flytipping. Previously a hot spot area for flytipping, the recycling point at Templehall, Kirkcaldy has seen a significant improvement since cameras were installed, showing how effective this method can be as a deterrent.
- 3.54 In addition to this Safer Communities resource, in partnership with Police Scotland, the ability to use and share resources has been agreed through a memorandum of understanding which further increases the ability to support problematic locations and known antisocial behaviour and environmental vandalism hotspots.
- 3.55 The Environmental Health (Food and Workplace Safety) Team) is responsible for Waste Duty of Care in Fife. The Waste Duty of Care Team consists of 3 FTE Enforcement Officers.
- 3.56 The Waste Duty Of Care service requests covered a range of concerns including business litter, waste storage, presentation, bin security, commercial waste advice and audits, illegal dumping, pest infestations such as rodents gulls and insects and suspected commercial use of household waste recycling centres/ recycling points. The team deal with these referrals under the Environmental Protection Act 1990, the Waste (Scotland) Regulations 2012 and other associated legislation. Referrals can be received from various sources such as Elected Members, members of the public, other Services and organisations.
- 3.57 The number of service requests for the last 3 years are shown in the table below.

| <b>Year</b>            | <b>Service Requests</b> |
|------------------------|-------------------------|
| 2022/2023              | 330                     |
| 2023/2024              | 233                     |
| April to December 2024 | 307                     |

- 3.58 An enforcement protocol was agreed with Fife Resource Solutions in April 2022 to investigate their reported potential illicit misuse by commercial waste operators of Fife Council's Household Waste Recycling Centres (HWRC's). This initiative is ongoing and works well, evidenced by the reduction in the number of reports of illicit misuse of HWRC's (only 3 reports in 2024).
- 3.59 An enforcement policy was agreed in May 2024 between the Fife Council Domestic Waste Operations Team and the Waste Duty Of Care Team to investigate the potential misuse/abuse of Fife Council's Free Bulky Household Waste Uplift Service by commercial organisations who take commercial waste home and misuse/abuse the system by booking a free household bulky uplift to dispose of it.
- 3.60 Enforcement Officers receive complaints from the Domestic Waste Operations Team and follow an agreed procedure to ensure commercial organisations found abusing the free bulky household waste uplift service to dispose of their commercial waste are then educated, encouraged and enforced to adhere with the Waste (Scotland) Regulations 2012. Commercial organisations will receive restrictions on use of Fife Council's Free Bulky Household Waste Uplift Service. To date only 3 referrals have been escalated (as the waste operations team make the initial enquiries).
- 3.61 The procedure has also identified householders that may be in need of further assistance. Enforcement Officers will direct any concerns to the correct council services.
- 3.62 The Waste Duty of Care team regularly receive complaints from individuals, MSP's/Councillors and street cleansing regarding businesses using household waste Recycling Points (RCP's) or public bins within towns to dispose of commercial waste.
- 3.63 RCP's, which are known to be problematic with regard to commercial waste, are monitored regularly for potential illicit use by businesses. These include RCP's in Rosyth (Camdean), Kirkcaldy (Templehall) and Cupar (Bonnygate Car Park).
- 3.64 The Bins off Streets Policy in St Andrews is ongoing and very successful. It has made significant visual improvements to the environment for both the residents and tourists of the town by ensuring commercial bins (where possible) are off the streets during the day. Routine monitoring of St Andrews remains a priority for the Waste Duty Of Care team and businesses and waste contractors are reminded where necessary of the rules regarding their waste presentation and bins. Commercial waste presented in bags must be presented in pest proof sacks to reduce littering from seagulls, a huge problem in seaside towns.

# 4.0 Proposed New Approach to Environmental Responsibility

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- 4.1 There has been a [notable reduction](#) in resources allocated by Scottish local authorities to address flytipping and littering offences. This reduction is part of a broader trend of budget constraints and resource reallocation across various public services.
- 4.2 The current Environmental Vandalism Strategy has raised the profile of these important issues in Fife and allowed services and partners to refocus limited resources and promote service redesign to reduce the impacts on Fife’s environment and communities.
- 4.3 For information and context the stats below show the number of views and downloads of the Environmental Vandalism website and Strategy.

Stats for page <https://www.fife.gov.uk/kb/docs/articles/community-life2/safer-communities/environmental-vandalism-strategy>

| Year | Views |
|------|-------|
| 2022 | 84    |
| 2023 | 218   |
| 2024 | 133   |

Downloads of [https://www.fife.gov.uk/data/assets/pdf\\_file/0019/372601/Fife-EV-Strategy-2022-24-v112.pdf](https://www.fife.gov.uk/data/assets/pdf_file/0019/372601/Fife-EV-Strategy-2022-24-v112.pdf)

| Year | Views |
|------|-------|
| 2022 | 3     |
| 2023 | 20    |
| 2024 | 9     |

- 4.4 There a number of Strategic Priorities which need to be considered when reviewing the current approach to Environmental Responsibility.

## Priorities to guide our choices and actions

To build stronger lives and communities for the future, we’ll focus on:

- tackling the root causes of poverty and inequality
- growing the local economy and community wealth building
- addressing climate change

## We’re changing the way we work to make this possible

- Think longer term – create three-year visions and business plans based on data and evidence

- Be community-orientated - work as one team across services, with partners and locally with people, to create and deliver solutions not just seek support
- Apply digital solutions and creative thinking to find more effective and efficient ways of doing things

4.5 In terms of the new proposed approach over the next three years, some services will be redesigned to work more effectively around people, life events and places. There is a need to work more closely with individuals, communities and partners to build stronger relationships and enhance community engagement.

4.6 The current Vision for Place is:

**To create thriving, sustainable, and resilient communities in Fife by adopting a place-based approach that integrates community needs, strategic investments, and collaborative partnerships.**

4.7 A position statement has been included in Appendix 1 which highlights the current thinking and proposed new approach to deal with Environmental Responsibility in Fife which aligns with both the council's strategic priorities and the Vision for Place.

4.8 As part of this new approach the Environmental Vandalism Function Board will review the outstanding action to deliver and publish a Citizen Charter, to consider the requirement for such a document or agree an alternative to align with the new approach.

## 5.0 Conclusions

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- 5.1 The implementation of the Environmental Vandalism Strategy in Fife has raised the profile of environmental offending although there is no current evidence that this has resulted in positive behavioural change and associated reductions in service requests.
- 5.2 There were gaps in data collection/analysis and use of information to direct services to areas of greatest need; new systems are in place but there will be a lag in terms of collecting enough data to inform decision making.
- 5.3 There has been notable successes across the 4 objectives of the current Strategy although a refreshed approach would be welcome.
- 5.4 The new approach being proposed will be more community centric and align with the new Vision for Place to deliver longer term sustainable improvements to communities in Fife.

### List of Appendices

## 1. Position Statement on Refreshed Approach to Environmental Responsibility

### **Background Reports**

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

[Fife Council Environmental Vandalism Strategy 2022-24](#)

Scottish Government National Litter and Flytipping [Strategy](#) and [Action Plan](#)

[Scottish Government Litter and flytipping offences - enforcement review: final report](#)

### **Report Contacts**

Nigel Kerr  
Head of Protective Services

John Rodigan  
Head of Environment and Building Services

John Mills  
Head of Housing Services



## Position Statement on Refreshed Approach to Environmental Responsibility

The current Environmental Vandalism Strategy 2022-24 can be found here: [Fife Council Environmental Vandalism Strategy](#)

An update was provided to the Environment, Transportation & Climate Change Scrutiny Committee on 28 November 2023: [Agenda Pack for Environment, Transportation & Climate Change Scrutiny Committee 28th November 2023](#)

Whilst the implementation of the Environmental Vandalism Strategy in Fife has raised the profile of environmental offending there is no current evidence that this has resulted in positive behavioural change in individuals who commit crimes such as illegal dumping and littering.

There has been a notable reduction in resources allocated by Scottish local authorities to address flytipping and littering offences. [This reduction is part of a broader trend of budget constraints and resource reallocation across various public services<sup>1</sup>](#).

In terms of Fife's position, the following number of Fixed Penalty Notices have been issued between February and December 2024.

| Type of FPN | Number | Outcome                                      |
|-------------|--------|--|
| Dog fouling | 48     | 14 paid, 13 to debt recovery and 1 PF report |
| Flytipping  | 104    | 30 paid, 5 payment plans, no reports to PF   |
| Littering   | 27     | 5 paid, 1 report to PF                       |

## Position Statement: Re-enforcing Behaviour Change through Local Action

In recent years, there has been a growing recognition that traditional enforcement-based approaches to community issues often fall short of delivering sustainable, positive outcomes. As such, we propose a strategic shift towards a more holistic, action-oriented approach that leverages the strengths of all local services. This strategy emphasises collaboration, prevention, and community engagement to address the root causes of issues rather than merely responding to symptoms.

## Embracing Community Engagement for Environmental Responsibility

As we reflect on our current strategies and look towards the future, it is clear that our approach to addressing environmental vandalism must evolve. While Fife Council's Environmental Vandalism Strategy has prioritised resources and efforts on this important issue, it is time to shift our focus to fostering community buy-in and behaviour change. This new direction aligns with the ethos of Fife Council's Vision of Place.

Our intent is to focus our approach towards one that prioritises community engagement and collaboration. We believe that by working together with our communities, we can create a more sustainable and thriving environment for all. Enforcement campaigns will align with place improvement priorities rather than focussing on individual incidents. We will,

however, continue to pursue the most serious breaches of environmental crime and seek to use legislative provisions to bring those offenders to justice.

### **Key Principles of the New Approach**

1. **Community-Centric Vision:** We will adopt a "No wrong door" approach, ensuring that all community members feel heard and supported. By understanding the unique needs and aspirations of our communities, we can tailor our efforts to achieve meaningful and lasting change.
2. **Shared Challenges and Commitments:** We recognise that environmental stewardship is a shared responsibility. By fostering a sense of ownership and commitment among community members, we can collectively address issues such as littering, flytipping, and other forms of environmental vandalism.
3. **Behaviour Change through Positive Reinforcement:** We will focus on promoting positive behavioural change. This includes raising awareness about the impact of environmental vandalism, providing education and resources, and celebrating community-led initiatives that contribute to a cleaner and greener Fife. Enforcement campaigns will align with priorities for Place based improvements.
4. **Integrated and Collaborative Efforts:** We will work closely with local partners, community groups, and other stakeholders to develop integrated solutions. By leveraging existing resources and building strong partnerships, we can create a cohesive and coordinated approach to environmental management.
5. **Evidence-Driven Decision Making:** Our actions will be guided by data and evidence, ensuring that we are making informed decisions that lead to tangible outcomes. We will continuously monitor and evaluate our progress, making adjustments as needed to achieve our goals.

### **Moving Forward**

As we embark on this new journey, we are committed to building a culture of trust, collaboration, and mutual respect. We believe that by empowering our communities and working together, we can create a more sustainable and vibrant Fife.

We invite all community members to join us in this effort, sharing their ideas, feedback, and support. Together, we can make a positive difference and ensure that Fife remains a beautiful and thriving place for generations to come.

### **Key Points of the New Approach:**

1. **Holistic Community Engagement:** By involving various local services such as health, education, housing, and social services, we can create a more comprehensive support network for individuals and communities.
2. **Preventative Measures:** Focusing on prevention through education, early intervention, and support services can reduce the incidence of environmental crime and negative impacts on communities.

3. **Empowerment and Support:** Empowering communities and individuals by providing them with the tools and resources they need to improve their circumstances fosters resilience and self-sufficiency.
4. **Collaboration and Coordination:** Enhanced coordination among local services ensures that efforts are not duplicated and resources are used efficiently, leading to more effective outcomes.

The place-based approach in Scotland aligns well with a shift to local action by emphasising collaboration, community engagement, and a holistic understanding of local needs and resources. Here's how this alignment can be achieved:

### Key Elements of the Place-Based Approach

1. [Collaborative Efforts: The Place Principle, adopted by the Scottish Government and COSLA, promotes a joined-up, inclusive, and collaborative approach across all sectors within a place<sup>1</sup>](#). This principle encourages local authorities, businesses, the third sector, and communities to work together, breaking down silos and fostering a shared vision for the area.
2. [Community Involvement: By involving communities directly in decision-making processes, the place-based approach ensures that local actions are tailored to the specific needs and strengths of the community<sup>2</sup>](#). This participative approach helps build trust and empowers residents to take an active role in improving their environment.
3. **Holistic Understanding:** The place-based approach focuses on understanding the unique characteristics and challenges of each area. [This comprehensive understanding allows for more effective planning and resource allocation, addressing the root causes of issues rather than just the symptoms<sup>3</sup>](#).

### Benefits of Aligning with Local Action

1. **Enhanced Effectiveness:** Local actions, informed by a deep understanding of the community, are more likely to be effective and sustainable. [This approach can lead to better outcomes in areas such as public health, safety, and environmental quality<sup>1</sup>](#).
2. **Resource Efficiency:** By coordinating efforts and pooling resources, local services can operate more efficiently. [This reduces duplication of efforts and ensures that resources are directed where they are most needed<sup>2</sup>](#).
3. **Empowered Communities:** When communities are involved in shaping their own futures, they become more resilient and self-sufficient. [This empowerment can lead to long-term positive changes and a reduction in the need for enforcement<sup>3</sup>](#).
4. **Preventative Focus:** Shifting our approach to local action allows for a greater focus on prevention. [Early intervention and support services can address issues before they escalate, reducing the overall burden on enforcement agencies<sup>2</sup>](#).

By integrating the principles of the place-based approach, we can create more cohesive, empowered, and resilient communities. This shift not only addresses immediate concerns but also builds a foundation for sustainable, long-term improvements.

## **Recommendations**

It is proposed that the following recommendations are discussed and taken forward by the Environmental Vandalism Function Board:

1. The current Environmental Vandalism Strategy 2022-24 should not be refreshed and that a different approach should be taken.
2. There should be a strategic shift towards a more holistic, action-oriented approach that leverages the strengths of all local services which emphasises collaboration, prevention, and community engagement to address the root causes of issues rather than merely responding to symptoms.
3. Enforcement should be aligned with priorities for Place based improvements.
4. Broaden the scope and remit of the current Environmental Vandalism Group to act as a sounding board and critical friend to review changes and identify unintended consequences of changes to council policy relating to environmental issues.
5. Develop a more comprehensive plan, including resourcing impacts, to implement this new approach.

25 March 2025

Agenda Item No. 7

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## 2024/25 Revenue Monitoring Projected Outturn

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Report by: Eileen Rowand, Executive Director, Finance and Corporate Services  
Carol Connolly, Executive Director, Place

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Wards Affected: All

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### Purpose

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The purpose of this report is to give members an update on the projected outturn financial position for the 2024/25 financial year for the areas in scope of the Environment, Transportation & Climate Change Scrutiny Committee.

### Recommendations

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Committee is asked to consider the current financial performance and activity as detailed in this report.

### Resource Implications

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None.

### Legal & Risk Implications

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There are no direct legal implications arising from this report.

### Impact Assessment

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An EqlA has not been completed and is not necessary as no change or revision to existing policies and practices is proposed.

### Consultation

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None.

## 1.0 Background

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- 1.1 The purpose of this report is to advise Members of the projected outturn for the areas under the scope of this committee, for the 2024-25 Revenue Budget, and to highlight the major variances as at December 2024.
- 1.2 During the preparation of the 2024-25 Revenue Budget no specific savings proposals were approved. There is therefore no requirement to include a Savings Tracker as part of financial reporting for the 2024/25 financial year.

## 2.0 Issues

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### 2.1 Projected Outturn

- 2.1.1 The projected overspend for the areas falling under the scope of this committee is £2.607m. A summary of the 2024/25 projected out-turn for the areas under the scope of this committee is detailed in Appendix 1. This shows projected expenditure against budget across the Service/Business Unit headings within the Directorate. It should be noted that the balances are extracted from the ledger system and are shown as rounded thousands. This may mean that there are some rounding differences contained within the appendices, but these are immaterial values that do not impact on the overall financial position. The following paragraphs provide a brief explanation of the main areas where there are significant variances (+/-£0.250m) to budgets.

## 3.0 Major Variances

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- 3.1 Property & Bereavement underspend of (£1.179m) – primarily due to an anticipated underspend on the Energy Management Revolving Fund (EMRF) as a result of a number of jobs meeting the key criteria not expected to materialise until 25/26.
- 3.2 Environment & Building Services overspend of £0.828m – Mostly due to Domestic Waste & Street Cleaning, which is a continuation of historical issues around transport, hires and repairs, that overspend is partly offset by various small underspends/over-recoveries in other areas of Environment & Building Services.
- 3.3 Facilities Management overspend of £1.025m, Movement of (£0.541m) - relates primarily to School Catering £0.612m where there are various overspends including £0.143m relating to Employee Costs due to additional hours being required to cover nursery provision and cover absence. There is a £0.125m overspend in relation to an insurance requirement for duct cleaning in school kitchens and overspends on disposables, transport and equipment maintenance totalling a further £0.223m. Fife Sports and Leisure Trust cafes are projecting a trading loss of £0.095m, and within Cleaning and Janitorial there is a £0.168m overspend on Vehicle Hire as a result of increased fleet charges and spot hires. The service is trying to reduce sickness absence and thus reduce marginal replacement costs for overtime and agency staffing. The service will also consider delaying recruitment for non-essential posts to assist with mitigating the overspend.

Movement relates to Scottish Government funding now distributed to deal with the ongoing pressures of inflation and shortfall of income.

3.4 Service Management & Sustainability overspend of £2.066m – relates primarily to a supplementary management fee to be paid to Fife Resource Solutions as a result of unavoidable cost pressures mainly related to inflation, changes in legislation and an increase in waste volumes due to growth in houses across Fife.

## 4.0 Conclusions

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4.1 The projected outturn position for the areas under the scope of the Environment, Transportation & Climate Change Scrutiny Committee is an overspend of £2.607m (2.14%).

### List of Appendices

1 Projected Outturn 2024/25 Summary

### Background Papers

None

### Report Contact

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# BUDGET MONITORING REPORT SUMMARY

Appendix 1

## ENVIRONMENT, TRANSPORTATION & CLIMATE CHANGE

|  | £m             | £m             | £m           | %            | £m           | £m             |
|--|----------------|----------------|--------------|--------------|--------------|----------------|
| <b>TOTAL COST OF SERVICES</b>                    | <b>152.691</b> | <b>155.297</b> | <b>2.607</b> | <b>1.71%</b> | <b>3.164</b> | <b>(0.557)</b> |
| <b>LESS: CORPORATELY MANAGED ITEMS</b>           | <b>30.889</b>  | <b>30.889</b>  | <b>0.000</b> | <b>0.00%</b> | <b>0.000</b> | <b>0.000</b>   |
| <b>SERVICE MANAGED NET BUDGET</b>                | <b>121.801</b> | <b>124.408</b> | <b>2.607</b> | <b>2.14%</b> | <b>3.164</b> | <b>(0.557)</b> |
| <b><u>ANALYSIS OF SERVICE MANAGED BUDGET</u></b> |                |                |              |              |              |                |
| PROPERTY & BEREAVEMENT                           | 4.179          | 3.001          | (1.179)      | -28.20%      | (1.153)      | (0.026)        |
| ENVIRONMENT & BUILDING SERVICES                  | 14.430         | 15.258         | 0.828        | 5.74%        | 0.619        | 0.209          |
| FACILITIES MANAGEMENT SERVICE                    | 45.371         | 46.396         | 1.025        | 2.26%        | 1.566        | (0.541)        |
| ROADS & TRANSPORTATION                           | 36.344         | 36.149         | (0.195)      | -0.54%       | 0.046        | (0.241)        |
| SERVICE MANAGEMENT & SUSTAINABILITY              | 17.673         | 19.739         | 2.066        | 11.69%       | 2.118        | (0.051)        |
| PROTECTIVE SERVICES                              | 3.144          | 3.233          | 0.089        | 2.84%        | (0.011)      | 0.101          |
| CLIMATE CHANGE                                   | 0.661          | 0.632          | (0.029)      | -4.41%       | (0.021)      | (0.008)        |
|  | <b>121.801</b> | <b>124.408</b> | <b>2.607</b> | <b>2.14%</b> | <b>3.164</b> | <b>(0.557)</b> |



25 March 2025

Agenda Item No. 8

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## 2024/25 Capital Monitoring Projected Outturn

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Report by: Eileen Rowand, Executive Director, Finance and Corporate Services  
Carol Connolly, Executive Director, Place

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Wards Affected: All

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### Purpose

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The purpose of this report is to provide an update on the Capital Investment Plan and advise on the projected financial position for the 2024/25 financial year for the areas in scope of the Environment, Transportation & Climate Change Scrutiny Committee.

### Recommendation(s)

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Committee is asked to consider the current financial performance and activity as detailed in this report.

### Resource Implications

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None.

### Legal & Risk Implications

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None.

### Impact Assessment

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An EqlA has not been completed and is not necessary as no change or revision to existing policies and practices is proposed.

### Consultation

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None.

## 1.0 Background

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- 1.1 This report summarises the projected capital outturn for the areas falling under the scope of this Committee for 2024/25. Projected expenditure is £58.064m, representing 77% of the approved capital programme for 2024/25.
- 1.2 Appendix 1 shows an analysis of specific projects in the current capital investment plan for those projects with a budget of £5.000m and over, and with a budget of £1.000m and over and analyses total project cost rather than only in year spend.
- 1.3 Appendix 2 details the projected expenditure against budget for each project, along with any associated income.

## 2.0 Issues, Achievements & Financial Performance

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### 2.1 Key Issues / Risks

- 2.1.1 Appendix 1 details the total cost forecast position for all capital projects within the areas under the scope of the Committee with an overall value of £1.000m and over. The key risks associated with the major projects are noted below.
- 2.1.2 Across the Capital Investment Plan there continues to be risk that both the timing and the costs of projects are adversely affected by the current economic climate. Throughout the programme, issues are continuing to be identified in relation to the supply of construction materials, the consequences of which have been considered and reflected in the Capital Investment Plan review which was approved by Fife Council on 22 June, 2023. Monitoring of the impact of any additional costs on projects still in their infancy will continue and any significant impact on timescales and associated risks will be reported to this committee. Where appropriate, any known impact on timing of delivery of projects has been built in to the rephased plan and the overall scale of any additional costs or further delays will be considered as part of the review of the Capital Investment Plan.

### 2.2 Major Projects – Potential Risks and Actions

- 2.2.1 There are no additional or new risks arising in the current reporting period from any of the major projects being progressed.

### 2.3 Financial Performance – 2024/25 Projected Outturn

- 2.3.1 Appendix 2 provides a summary of the projected outturn for each project for the financial year 2024/25. The appendix shows a projected outturn of £58.064m against a Capital Investment plan of £74.977m, a spending level of 77%.
- 2.3.2 Appendix 2 also provides a summary of the projected outturn for each project for the financial year 2024/25 for capital income. The appendix shows a projected outturn of £6.212m against a capital income budget of £14.315m.
- 2.3.3 Significant variances of (+/-£0.500m) are explained in section 2.4
- 2.3.4 Slippage is the term used to describe projects that are expected to spend less than the budget allocation in a particular year due to a delay in timing on the delivery of the project. This is not uncommon in the capital programme and the reasons for this can

be wide and varied. Advancement is the term used to describe projects that are expected to spend more than the budget allocation in a particular year due to an acceleration of the budget from future years.

## **2.4 Significant Variances**

- 2.4.1 Structures Infrastructure – Slippage of (£1.649m) largely relates to a delay in design of Broad Street Railway Bridge of (£1.000m) which is now progressing and will continue in 2025-26 as well as reduced spending on constructing Leven Rail Bridge.
- 2.4.2 Sustainable Transport – Slippage of (£2.894m) relates to slower take up of grant applications from the £10.000m LRP fund in addition to slippage in Path & Cycleway upgrades due to the prioritising of external grant awards from Transport Scotland. This slippage will also result in a delay in income of £1.295m of which £1.068m relates to Levenmouth Reconnected Programme.
- 2.4.3 Purchase of Vehicles & Equipment – Slippage of (£0.781m) relates to extended procurement periods caused by lengthy manufacturing lead-in times.
- 2.4.4 Climate Change – Adaptation – Slippage of (£1.759m) is partly due to staff shortages and difficulties in recruiting specialist staff. In addition, the spend profile has been pushed back due to a later detailed design of Den Bridge, lower tender returns for North Queensferry Pier design, Kinnessburn and Lady Burn flood and feasibility studies.
- 2.4.5 Pathway to Net Zero – Slippage of (£1.652m) due to slippage of a number of projects which were included within the original programme for 24/25. Whilst all of the original projects 36 are progressing, there continues to be a shortage of specialist contractor availability. It has become apparent that approximately 10 of the later projects, although started, will not be fully delivered until the early part of 2025/26.
- 2.4.6 Leven Connectivity – Slippage of (£6.388m) relates to the River Park Routes Project (£5.138m), and Mountfleurie Bridge (£1.250m), both due to delays in securing land from various landowners. However it is anticipated that the project will deliver in full in the new financial year. This slippage will also result in a delay in income of £6.388m.

## **3.0 Conclusions**

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- 3.1 The total 2024/25 approved programme for the areas in scope of the Environment, Transportation & Climate Change Scrutiny Committee is £74.977m. The projected level of expenditure is £58.064m, which represents 77% of the total programme, resulting in slippage of (£16.914m).
- 3.2 The management of capital resources require us to look across financial years, as well as within individual years. The current year performance is only a snapshot of the existing plan and the Directorate will adjust expenditure levels within future years of the plan to accommodate the advancement or slippage of projects.

## **List of Appendices**

1. Total Cost Monitor
2. Capital Monitoring Report

## **Report Contact**

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FIFE COUNCIL  
ENVIRONMENT, TRANSPORTATION AND CLIMATE CHANGE SCRUTINY COMMITTEE  
PLACE DIRECTORATE  
CAPITAL INVESTMENT PLAN 2024-33  
TOTAL COST MONITOR - MAJOR CAPITAL PROJECTS

Appendix 1

| Project                                   | Theme                  | Original<br>Approved<br>Budget<br>£m | Current<br>Project<br>Budget<br>£m | Total<br>Outturn<br>£m | Variance<br>£m | Variance<br>% | Current Project<br>Status | Expected Project<br>Completion Date |
|---|------------------------|--------------------------------------|------------------------------------|------------------------|----------------|---------------|---------------------------|-------------------------------------|
| Northern Road Link East End (Dunfermline) | Thriving Places        |                                      | 14.845                             | 14.845                 | -              | 0.00%         | Preparatory Work          | 2026-27                             |
| Western Distributer Road (Dunfermline)    | Thriving Places        |                                      | 9.299                              | 9.299                  | -              | 0.00%         | Future Project            | 2030-31                             |
| Northern Road A823 (Dunfermline)          | Thriving Places        |                                      | 14.596                             | 14.596                 | -              | 0.00%         | Preparatory Work          | 2029-30                             |
| Levenmouth Reconnected                    | Thriving Places        | 2.000                                | 8.187                              | 8.187                  | -              | 0.00%         | Current Project           | 2027-28                             |
| Mountfleurie Bridge                       | Thriving Places        |                                      | 8.500                              | 8.500                  | -              | 0.00%         | Preparatory Work          | 2025-26                             |
| River Park Routes                         | Thriving Places        |                                      | 5.566                              | 5.566                  | -              | 0.00%         | Preparatory Work          | 2025-26                             |
| Leven Railway Bridge & Bawbee Bridge      | Maintaining our Assets | 2.279                                | 10.150                             | 9.883                  | (0.267)        | -2.63%        | Current Project           | 2025-26                             |
| Broad Street Bridge Cowdenbeath           | Maintaining our Assets | 3.678                                | 11.808                             | 11.808                 | -              | 0.00%         | Preparatory Work          | 2028-29                             |
| Lyne Burn (Dunfermline)                   | Maintaining our Assets | 1.217                                | 6.217                              | 6.217                  | -              | 0.00%         | Future Project            | 2030-31                             |
| Den Burn Bridge (Cardenden)               | Maintaining our Assets | 2.120                                | 10.710                             | 10.710                 | -              | 0.00%         | Preparatory Work          | 2028-29                             |
| <b>Total Major Projects over £5.000m</b>  |                        | <b>11.294</b>                        | <b>99.878</b>                      | <b>99.611</b>          | <b>(0.267)</b> | <b>-0.27%</b> |                           |                                     |
| Kings Road/Admiralty Road Junction        | Thriving Places        | 1.880                                | 2.207                              | 2.207                  | -              | 0.00%         | Preparatory Work          | 2025-26                             |
| Rumblingwell Junction                     | Thriving Places        | 2.800                                | 3.294                              | 3.294                  | -              | 0.00%         | Future Project            | 2032-33                             |
| Sustrans-Places for Everyone              | Thriving Places        |                                      | 3.919                              | 3.919                  | -              | 0.00%         | Current Project           | 2024-25                             |
| Path & Cycleway Upgrades                  | Thriving Places        |                                      | 2.014                              | 2.014                  | -              | 0.00%         | Current Project           | 2025-26                             |
| Active Travel Network                     | Thriving Places        |                                      | 2.850                              | 2.850                  | -              | 0.00%         | Current Project           | 2024-25                             |
| Woodside Underpass                        | Maintaining Our Assets |                                      | 1.073                              | 1.073                  | -              | 0.00%         | Future Project            | 2027-28                             |
| Kingseat Railway Bridge                   | Maintaining our Assets | 1.130                                | 1.100                              | 1.100                  | -              | 0.00%         | Future Project            | 2026-27                             |
| Kinnessburn Flood Prevention              | Maintaining our Assets |                                      | 3.646                              | 3.646                  | -              | 0.00%         | Future Project            | 2029-30                             |
| Freuchie Mill Flood Prevention            | Maintaining our Assets | 1.500                                | 1.500                              | 1.500                  | -              | 0.00%         | Future Project            | 2027-28                             |
| Reception Hall Anaerobic Digestion Plant  | Maintaining our Assets |                                      | 1.559                              | 1.559                  | -              | 0.00%         | Current Project           | 2024-25                             |
| New Cell Lochhead Landfill Site           | Maintaining our Assets | 2.000                                | 2.000                              | 2.000                  | -              | 0.00%         | Future Project            | 2025-26                             |
| New Recycling Centre Cupar                | Maintaining Our Assets | 3.250                                | 3.250                              | 3.250                  | -              | 0.00%         | Future Project            | 2026-27                             |
| <b>Total Major Projects over £1.000m</b>  |                        | <b>12.560</b>                        | <b>28.412</b>                      | <b>28.412</b>          | <b>-</b>       | <b>0.00%</b>  |                           |                                     |
| <b>Total Major Projects</b>               |                        | <b>23.854</b>                        | <b>128.290</b>                     | <b>128.023</b>         | <b>(0.267)</b> | <b>-0.21%</b> |                           |                                     |

| Expenditure   | Current Budget<br>£m | Actual to Date<br>£m | Outturn<br>£m | Variance<br>£m  | Outturn as<br>% of Plan |
|---|----------------------|----------------------|---------------|-----------------|-------------------------|
| Contaminated Land   | 0.681                | 0.048                | 0.425         | (0.256)         | 62%                     |
| <b>TOTAL PROTECTIVE SERVICES</b>                          | <b>0.681</b>         | <b>0.048</b>         | <b>0.425</b>  | <b>(0.256)</b>  | <b>62%</b>              |
| Building Services Equip/Other                             | -                    | -                    | -             | -               | 0%                      |
| Structures Infrastructure                                 | 3.394                | 0.919                | 1.745         | (1.649)         | 51%                     |
| Sustainable Transport                                     | 5.415                | 1.262                | 2.521         | (2.894)         | 47%                     |
| Public Conveniences                                       | 0.075                | 0.025                | 0.075         | (0.000)         | 100%                    |
| Roads Infrastructure                                      | 12.239               | 8.463                | 12.039        | (0.200)         | 98%                     |
| Traffic Management  | 3.795                | 0.379                | 3.795         | -               | 100%                    |
| Streetlighting  | 2.661                | 2.070                | 2.661         | -               | 100%                    |
| Purchase of Vehicles & Equipment                          | 15.680               | 9.724                | 14.898        | (0.781)         | 95%                     |
| Purchase of Bins  | 0.265                | 0.249                | 0.306         | 0.042           | 116%                    |
| Depots & Buildings  | 0.003                | -                    | 0.003         | -               | 100%                    |
| Climate Change - Adaptation                               | 2.782                | 0.583                | 1.022         | (1.759)         | 37%                     |
| Landfill Sites  | 0.782                | -                    | 0.550         | (0.232)         | 70%                     |
| Disabled Access - Council Buildings                       | -                    | -                    | -             | -               | 0%                      |
| Property Maintenance                                      | 3.110                | 2.573                | 3.449         | 0.339           | 111%                    |
| Cafeteria Refurbishments                                  | 0.034                | -                    | 0.034         | -               | 100%                    |
| Crematoria/Cemeteries Programme                           | 0.144                | 0.073                | 0.095         | (0.049)         | 66%                     |
| ATE Plant & Machinery                                     | 0.412                | 0.243                | 0.345         | (0.067)         | 84%                     |
| Glenrothes District Heat                                  | 0.404                | 0.001                | 0.001         | (0.403)         | 0%                      |
| Strategic Transport Intervention Programme                | 2.786                | 1.739                | 2.496         | (0.290)         | 90%                     |
| Burial Provision  | 0.364                | 0.021                | 0.021         | (0.343)         | 6%                      |
| Recycling Centres Plant & Equipment                       | 0.250                | 0.498                | 0.580         | 0.330           | 232%                    |
| Fife Resource Solutions Rolling Programme                 | 2.813                | 2.795                | 2.651         | (0.162)         | 94%                     |
| Recycling Centres   | 0.500                | 0.003                | 0.003         | (0.497)         | 1%                      |
| Pathway to Net Zero                                       | 8.171                | 4.596                | 6.518         | (1.652)         | 80%                     |
| Leven Connectivity  | 8.219                | 1.399                | 1.831         | (6.388)         | 22%                     |
| <b>TOTAL ASSET &amp; TRANSPORTATION &amp; ENVIRONMENT</b> | <b>74.296</b>        | <b>37.615</b>        | <b>57.639</b> | <b>(16.657)</b> | <b>78%</b>              |
| <b>TOTAL EXPENDITURE</b>                                  | <b>74.977</b>        | <b>37.664</b>        | <b>58.064</b> | <b>(16.914)</b> | <b>77%</b>              |

| Income  | Current Budget<br>£m | Actual to Date<br>£m | Outturn<br>£m  | Variance<br>£m | Outturn as<br>% of Plan |
|---|----------------------|----------------------|----------------|----------------|-------------------------|
| Contaminated Land                                     | -                    | -                    | -              | -              | 0%                      |
| <b>TOTAL ASSETS, TRANSPORTATION &amp; ENVIRONMENT</b> | <b>-</b>             | <b>-</b>             | <b>-</b>       | <b>-</b>       | <b>0%</b>               |
| Sustainable Transport                                 | (2.693)              | 0.005                | (1.398)        | 1.295          | 52%                     |
| Traffic Management                                    | (0.617)              | (0.000)              | (0.617)        | -              | 0%                      |
| Strategic Transport Intervention Programme            | (2.786)              | -                    | (2.366)        | 0.420          | 85%                     |
| Leven Connectivity                                    | (8.219)              | 0.000                | (1.831)        | 6.388          | 22%                     |
| <b>TOTAL ASSETS, TRANSPORTATION &amp; ENVIRONMENT</b> | <b>(14.315)</b>      | <b>0.005</b>         | <b>(6.212)</b> | <b>8.103</b>   | <b>43%</b>              |
| <b>TOTAL INCOME</b>                                   | <b>(14.315)</b>      | <b>0.005</b>         | <b>(6.212)</b> | <b>8.103</b>   | <b>43%</b>              |

25 March 2025

Agenda Item No. 9

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## Environment, Transportation and Climate Change Scrutiny Committee Forward Work Programme

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**Report by:** Eileen Rowand, Executive Director Finance and Corporate Services

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**Wards Affected:** All

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### Purpose

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This report supports the Committee's consideration of the workplan for future meetings of the Committee.

### Recommendation(s)

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It is recommended that the Committee review the workplan and that members come forward with suggestions for areas of scrutiny.

### Resource Implications

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Committee should consider the resource implication for Council staff of any request for future reports.

### Legal and Risk Implications

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Committee should consider seeking inclusion of future items on the workplan by prioritising those which have the biggest impact and those which seek to deal with the highest level of risk.

### Impact Assessment

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None required for this paper.

### Consultation

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The purpose of the paper is to support the Committee's discussion and therefore no consultation is necessary.

## 1.0 Background

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- 1.1 Each Scrutiny Committee operates a workplan which contains items which fall under three broad headings: performance reporting, planning; and improvement work. These items will often lead to reactive rather than proactive scrutiny. Discussion on the workplan agenda item will afford members the opportunity to shape, as a committee, the agenda with future items of business it wishes to review in more detail.

## 2.0 Conclusions

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- 2.1 The current workplan is included as Appendix 1 and should be reviewed by the committee to help inform scrutiny activity.

### List of Appendices

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1. Workplan

### Background Papers

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

None

### Report Contact

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## Environment, Transportation and Climate Change Scrutiny Committee

Forward Work Programme as of 05/03/2025 1/6

| Environment, Transportation and Climate Change Scrutiny Committee of 27 May 2025      |                        |                                |          |
|---|------------------------|--------------------------------|----------|
| Title   | Service(s)             | Contact(s)                     | Comments |
| Zero Waste Fife Resource Strategy & Action Plan                                       |                        | Shona M Cargill, Ross Spalding |          |
| Kinnessburn, St Andrews Flood Study Update  | Roads & Transportation | Michael Anderson               |          |
| Environmental Health (Food and Workplace Safety) Service Delivery Plan 2025-26        |                        | Lisa Mccann                    |          |
| Review of Mossmorran and Braefoot Bay Community Safety Committee - Annual Report 2024 |                        | Kenny Bisset                   |          |
| Fife's Road Condition Report 2024   |                        | Vicki Storrar                  |          |

| Environment, Transportation and Climate Change Scrutiny Committee of 2 September 2025 |                        |  |  |
|---|------------------------|--|--|
| Title   | Service(s)             | Contact(s)   | Comments   |
| Pedestrian Access at Fife Recycling Centres   |                        | Robin Baird  | CIRECO are commissioning an independent assessment of the viability of pedestrian access to all recycling centres. The assessment and report may be complete in May 2025 anticipating presentation on 2 September 2025 |
| Property Flood Resilience Grant - Capital Funding                                     | Roads & Transportation | Michael Anderson   | Due to installations and governance checks report to be presented 2 September 2025   |
| Assets and Estates Annual Performance 2024/25   |                        | Michael O'Gorman   |  |
| 2024/25 Revenue Provisional Outturn   |                        | Ashleigh Allan, Barry Collie, Caroline Ritchie, Jay Wilson |  |
| 2024/25 Capital Provisional Outturn   |                        | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |  |

## Environment, Transportation and Climate Change Scrutiny Committee

Forward Work Programme as of 05/03/2025 2/6

| Environment, Transportation and Climate Change Scrutiny Committee of 2 September 2025 |            |  |  |
|---|------------|--|--|
| Title   | Service(s) | Contact(s)   | Comments   |
| 2025/26 Revenue Projected Outturn - June  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |  |
| 2025/26 Capital Projected Outturn - June  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |  |
| Environment and Building Services Annual Performance 2024/25                          |            | John Rodigan   |  |
| Roads Maintenance Annual Performance 2024/25  |            | John Mitchell, Sara Wilson                                 |  |
| New Roads and Street Works Act Annual Performance 2023/24                             |            | John Mitchell, Sara Wilson                                 |  |
| Property and Bereavement Services Annual Performance 2024/25                          |            | Alan Paul, Michael Ogorman, Liz Murphy                     |  |
| Active Travel Strategy  |            | Susan Keenlyside, Allan Maclean                            | Further consultation and workshops with Area Committees taking place over the spring with Committee Report and Strategy presented 2 September 2025 |
| Trading Standards - Underage Sales, Illicit Tobacco and Vaping Products'              |            | Dawn Adamson   |  |

| Environment, Transportation and Climate Change Scrutiny Committee of 18 November 2025                           |            |  |   |
|---|------------|--|---|
| Title   | Service(s) | Contact(s)                             | Comments  |
| Environmental impact in relation to current fleet provision used for domestic waste collection and road repairs |            | Alexander Anderson-Es, Alistair Donald | 12-month performance data for the new single shift pattern will be reported in November 2025 inc. fleet impact. |

## Environment, Transportation and Climate Change Scrutiny Committee

Forward Work Programme as of 05/03/2025 3/6

| Environment, Transportation and Climate Change Scrutiny Committee of 18 November 2025 |            |  |          |
|---|------------|--|----------|
| Title   | Service(s) | Contact(s)   | Comments |
| Roads and Transportation Services Annual Performance 2024/25                          |            | John Mitchell  |          |
| Facilities Management Services Annual Performance 2024/25                             |            | Tariq Ditta  |          |
| Protective Services Annual Performance 2024/25  |            | Nigel Kerr   |          |
| Climate Change Annual Performance 2024/25   |            | Pam Ewen, Ross Spalding                                    |          |
| Decriminalised Parking Enforcement Annual Performance 2024/25                         |            | John Mitchell, Susan Keenlyside                            |          |
| 2025/26 Revenue Projected Outturn - August  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| 2025/26 Capital Projected Outturn - August  |            | Ashleigh Allan, Barry Collie, Caroline Ritchie, Jay Wilson |          |

| Environment, Transportation and Climate Change Scrutiny Committee of 20 January 2026            |            |  |  |
|---|------------|--|--|
| Title   | Service(s) | Contact(s)   | Comments   |
| Fife Council Air Quality Strategy 2021-25: Fife Council Air Quality Annual Progress Report 2025 |            | Kenny Bisset, Rob Bowditch                                 |  |
| 2025/26 Revenue Monitoring Projected Outturn - October  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |  |
| 2025/26 Capital Monitoring Projected Outturn - October  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |  |
| School Exclusion Zones Update   |            | Sara Wilson  | Discussed at Cabinet Committee 9/1/25 - update to be provided to scrutiny in January 2026. |

## Environment, Transportation and Climate Change Scrutiny Committee

Forward Work Programme as of 05/03/2025 4/6

| Environment, Transportation and Climate Change Scrutiny Committee of 3 March 2026 |            |  |          |
|---|------------|--|----------|
| Title   | Service(s) | Contact(s)   | Comments |
| Fife Road Casualty Statistics 2025  |            | Steven Sellars   |          |
| 2025/26 Revenue Projected Outturn – December                                      |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| 2025/26 Capital Projected Outturn - December                                      |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |

| Environment, Transportation and Climate Change Scrutiny Committee of 26 May 2026 |            |               |          |
|--|------------|---------------|----------|
| Title  | Service(s) | Contact(s)    | Comments |
| Environmental Health (Food and Workplace Safety) Service Delivery Plan 2026-27   |            | Lisa Mccann   |          |
| Fife's Road Condition Report 2025  |            | Vicki Storrar |          |

| Environment, Transportation and Climate Change Scrutiny Committee of 29 September 2026 |            |  |          |
|--|------------|--|----------|
| Title  | Service(s) | Contact(s)   | Comments |
| Assets and Estates Annual Performance 2025/26  |            | Alan Paul, Michael Ogorman                                 |          |
| Environment and Building Services Annual Performance 2025/26                           |            | John Rodigan   |          |
| Roads Maintenance Annual Performance 2025/26   |            | John Mitchell, Sara Wilson                                 |          |
| New Roads and Street Works Act Annual Performance 2024/25                              |            | John Mitchell, Sara Wilson                                 |          |
| Property and Bereavement Services Annual Performance 2025/26                           |            | Alan Paul, Michael Ogorman, Liz Murphy                     |          |
| 2025/26 Revenue Provisional Outturn  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |

## Environment, Transportation and Climate Change Scrutiny Committee

Forward Work Programme as of 05/03/2025 5/6

| Environment, Transportation and Climate Change Scrutiny Committee of 29 September 2026 |            |  |          |
|--|------------|--|----------|
| Title  | Service(s) | Contact(s)   | Comments |
| 2025/26 Capital Provisional Outturn  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| 2026/27 Revenue Projected Outturn - June   |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| 2026/27 Capital Projected Outturn - June   |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| Review of Mossmorran and Braefoot Bay Community Safety Committee - Annual Report 2025  |            | Kenny Bisset   |          |

| Environment, Transportation and Climate Change Scrutiny Committee of 17 November 2026 |            |  |          |
|---|------------|--|----------|
| Title   | Service(s) | Contact(s)   | Comments |
| Roads and Transportation Services Annual Performance 2025/26                          |            | John Mitchell  |          |
| Facilities Management Services Annual Performance 2025/26                             |            | Tariq Ditta  |          |
| Protective Services Annual Performance 2025/26  |            | Nigel Kerr   |          |
| Climate Change Annual Performance 2025/26   |            | Pam Ewen, Ross Spalding                                    |          |
| Decriminalised Parking Enforcement Annual Performance 2025/26                         |            | John Mitchell, Susan Keenlyside                            |          |
| 2026/27 Revenue Projected Outturn - August  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| 2026/27 Capital Projected Outturn - August  |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |

## Environment, Transportation and Climate Change Scrutiny Committee

Forward Work Programme as of 05/03/2025 6/6

| Environment, Transportation and Climate Change Scrutiny Committee of 19 January 2027         |            |  |          |
|--|------------|--|----------|
| Title  | Service(s) | Contact(s)   | Comments |
| Fife Joint Health Protection Plan 2026 - 2028  |            | Lisa Mccann  |          |
| Fife Council Air Quality Strategy<br>?: Fife Council Air Quality Annual Progress Report 2026 |            | Kenny Bisset   |          |
| 2026/27 Revenue Monitoring Projected Outturn - October                                       |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| 2026/27 Capital Monitoring Projected Outturn - October                                       |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |

| Environment, Transportation and Climate Change Scrutiny Committee of 2 March 2027 |            |  |          |
|---|------------|--|----------|
| Title   | Service(s) | Contact(s)   | Comments |
| Fife Road Casualty Statistics 2026  |            | Steven Sellars   |          |
| 2026/27 Revenue Projected Outturn – December                                      |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |
| 2026/27 Capital Projected Outturn - December                                      |            | Ashleigh Allan, Barry Collie, Jay Wilson, Caroline Ritchie |          |

| Unallocated   |                            |               |  |
|---|----------------------------|---------------|--|
| Title   | Service(s)                 | Contact(s)    | Comments   |
| Scotland's Proposed Deposit Return Scheme (Including Recycling Points Review) | Enterprise and Environment | Ross Spalding | Scheme delayed to 2027 item to be added to 2026 work programme - meeting date to be confirmed. |