

AGENDA

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1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST** – In terms of Section 5 of the Code of Conduct, members of the Committee are asked to declare any interest in particular items on the agenda and the nature of the interest(s) at this stage.
3. **MINUTE** – Minute of Meeting of Glenrothes Area Committee of 10th August, 2022. 3 – 4
4. **LOCAL COMMUNITY PLANNING BUDGET REQUEST – MILTON OF BALGONIE COMMITTEE** – Report by the Head of Communities and Corporate Development. 5 – 6
5. **2021-22 AREA ROADS PROGRAMME - FINAL REPORT** – Report by the Executive Director, Enterprise & Environment. 7 – 13
6. **PROPOSED EXPERIMENTAL SCHOOL EXCLUSION ZONE - IONA PARK, GLENROTHES** – Report by the Executive Director, Enterprise & Environment. 14 – 24
7. **PROPOSED WAITING RESTRICTIONS - POPLAR ROAD AND WOODLEA GROVE, GLENROTHES** – Report by the Executive Director, Enterprise & Environment. 25 – 28
8. **GLENROTHES AREA COMMITTEE FORWARD WORK PROGRAMME** 29 – 32
9. **PROPERTY TRANSACTIONS** – Report by the Executive Director, Enterprise & Environment. 33 – 35

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

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31st August, 2022

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THE FIFE COUNCIL - GLENROTHES AREA COMMITTEE – REMOTE MEETING

10th August, 2022

2.00 p.m. – 2.15 p.m.

PRESENT: Councillors Craig Walker (Convener), John Beare, Altany Craik, Julie Ford, Peter Gulline, Lynn Mowatt, Derek Noble, Ross Vettraino, Daniel Wilson and Jan Wincott.

ATTENDING: Norman Laird, Community Manager (Glenrothes), Communities & Neighbourhoods; and Diane Barnet, Committee Officer, Legal & Democratic Services.

4. DECLARATIONS OF INTEREST

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

5. MINUTE

The Committee considered the minute of the Glenrothes Area Committee of 26th May, 2022.

Decision

The Committee agreed to approve the minute.

6. APPOINTMENTS TO EXTERNAL ORGANISATIONS

The Committee considered a report by the Head of Legal and Democratic Services, seeking nominations for member representation on those external organisations detailed in Appendix 1 of the report.

Decision

The Committee agreed to member representation on those external organisations as detailed in the appendix to this minute.

7. GLENROTHES AREA COMMITTEE FORWARD WORK PROGRAMME

The Committee considered the Glenrothes Area Committee Forward Work Programme.

Decision

The Committee:-

(1) noted the draft Glenrothes Area Committee Forward Work Programme; and

(2)/

2022 GAC 3

- (2) agreed to a workshop, on a date to be advised, to discuss items specific to the remit of this Committee to be included as a priority in the Forward Work Programme going forward.
-

7th September, 2022
Agenda Item No. 4

Local Community Planning Budget Request – Milton of Balgonie Committee

Report by: Paul Vaughan, Head of Communities and Neighbourhoods Service

Wards Affected: Wards 14, 13 and 15

Purpose

This report seeks to confirm approval of a decision which has been homologated by the Executive Director of Communities to contribute towards the purchase and installation of a boiler for Milton of Balgonie Hall.

Recommendation(s)

Members are asked to confirm the decision to grant funding of £8,000 to the Management Committee of Milton of Balgonie Village Hall towards the cost of installing a new boiler.

Resource Implications

There is enough resource in the Local Community Planning (LCP) Budget to fund the work required in the Milton of Balgonie.

Legal & Risk Implications

There are no Legal & Risk Implications associated with the proposals included in this report.

Impact Assessment

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

Consultation

All the Councillors in the Glenrothes area including Ward 14 members have considered this application and were all supportive of the application.

1.0 Background

- 1.1 The Milton of Balgonie Village Hall is a well-run community facility. The Management Committee members are well-organised and have a diverse skill base which helps them with their fundraising efforts and the operation of the Hall.

2.0 Issues

- 2.1 The Committee are seeking support to replace the oil-fired boiler, which is inefficient, worked manually (no timer function) to make the Hall as warm and comfortable, as possible for people using it.
- 2.2 The amount requested by the Committee is £8,000. The costs for installing a new boiler are £10,000 and the Committee will raise the remainder of the costs. They have a proven track-record for fundraising, and recently raised sufficient funds to install a defibrillator.
- 2.3 The current heating system inefficient and not cost effective and needs to be replaced. A new boiler will significantly reduce running costs and a better heating system will encourage more usage of the hall.

3.0 Conclusions

- 3.1 A new boiler will replace the old one which is inefficient, difficult to operate and becoming increasingly expensive to run and maintain.

Background Paper

The Local Community Planning Budget Application - previously circulated to Members in Ward 14 and Wards 13 and 15.

Report Contact

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7th September 2022
Agenda Item No 5

Area Roads Programme 2021-22 – Final Report

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

Wards Affected: 13, 14 & 15

Purpose

The purpose of this report is to advise the committee on the delivery of the 2021-22 Area Roads Programme (ARP).

Recommendation(s)

Committee is asked to note the contents of the report and appendices.

Resource Implications

The 2021-22 ARP was funded from capital and revenue and some ring-fenced budgets. Programmes of work were adjusted, if required, to ensure that expenditure remained within the Service budget.

Legal & Risk Implications

There are no known legal or risk implications arising from this report.

Impact Assessment

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

Consultation

Members were consulted on the list of projects forming the 2021-22 ARP.

1.0 Background

- 1.1 Committee agreed the list of projects forming the 2021-22 ARP on 24 March 2021 (2021 GAC 99 para. 214 refers).

2.0 Issues and Options

- 2.1 Attached are Appendices 1-5 which detail the final position on the progress of individual projects in the programme.
- 2.2 To improve information on how the programme is progressing throughout the year, an on-line system is in place and continues to be developed.

3.0 Conclusions

- 3.1 The attached Appendices show the Glenrothes Area Roads Programme for 2021-22. The type of works, work location and expenditure are provided for each project. Any underspend or overspend is carried through to the following year's allocation for the committee area.

List of Appendices

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

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Area Roads Programme 2021-22

Carriageway Schemes Outturn

Ward	Town	Street	Location/Description	Original Estimate	Design Estimate	Outturn Cost	Progress at 31st March 2022	Comments
13	Glenrothes	C129 South Parks Road Ph2/Ph3		£ 166,924	£ 225,657	£ 233,376	Completed	scheme extended due to deterioration
13	Glenrothes	C127 Golf Course Road Ph 1		£ 83,854	£ 121,258	£ 115,596	Completed	scheme extended due to deterioration
14	Markinch	B9130	Mount Frost to Sweetbank	£ 116,422	£ 129,501	£ 175,089	Completed	scheme extended due to deterioration
13	Glenrothes	Nasmyth Road		£ 117,404	£ 108,868	£ 111,053	Completed	
15	Thornton	Station Road Ph2	From Kinglassie to B922 Jct	£ 105,459	£ 96,603	£ 76,351	Completed	
15	Thornton	B9130 Ph 1 of 2	South of Ore Bridge for 375m	£ 111,403	£ 98,241	£ 108,876	Completed	
TOTAL				£ 701,466	£ 780,128	£ 820,341		

Area Roads Programme 2021-22

Footway Schemes Outturn

Ward	Town	Street	Location/Description	Original Estimate	Design Estimate	Outturn Cost	Progress at 31st March 2022	Comments
14	Star	Braeview Crescent / Place		£ 95,928	£ 82,494	£ 70,829	Completed	
13	Glenrothes	Roxburgh Road Ph1/Ph2		£ 171,826	£ 162,971	£ 149,096	Completed	
15	Glenrothes	C125 Woodside Way		£ 7,732	£ -	£ -	Cancelled	Not considered necessary
14	Leslie	Glenwood Road		£ 22,600	£ 22,600	£ 14,659	Completed	
TOTAL				£ 298,086	£ 268,065	£ 234,584		

Area Roads Programme 2021-22

Road Safety & Traffic Management Schemes Outturn

Ward	Town	Street	Location/Description	Original Estimate	Design Estimate	Outturn Cost	Progress at 31st March 2022	Comments
14	Glenrothes	B9130	Western Approach to Markinch	£ 11,000	£ -	£ -	Postponed	delayed due to objections, to be designed
14	Glenrothes	Lodge Rise	New Footpath	£ 20,000	£ 45,000	£ 48,979	Completed	Funded from CWSR grant
14	Glenrothes	Sappi Road	Speed Reduction Measures / 20mph Zone	£ 20,000	£ -	£ -	Postponed	Awaiting on Development Plan from Planning to progress with Design
14	Glenrothes	Ballingall Drive	Speed Reduction Measures	£ 10,000	£ 7,000	£ 362	Cancelled	Staff design fees only . Objections received/upheld
14	Star		Speed Reduction Measures	£ 10,000	£ 7,000	£ 7,164	Completed	
14	Markinch	Commercial Street	Speed Reduction measures	£ 10,000	£ 5,000	£ 3,245	Completed	
TOTAL				£ 81,000	£ 64,000	£ 59,750		

Area Roads Programme 2021-22

Lighting Schemes Outturn

Ward	Town	Street	Location	Original Estimate	Design Estimate	Outturn Cost	Progress at 31st March 2022	Comments
14	Star	Braeview Crescent / Place		£ 20,000	£ 20,000	£ 18,438	Completed	
13	Glenrothes	Rimbleton Ph4		£ 80,000	£ 320,000	£ 288,111	Completed	scheme extended
15	Glenrothes	Baird Road		£ 18,000	£ 23,000	£ 23,583	Completed	
14	Glenrothes	Pitcairn Avenue		£ 24,500	£ 15,000	£ 9,778	Completed	
14	Glenrothes	Huntsmans Road		£ 84,000	£ 65,000	£ 74,293	Completed	
13	Glenrothes	Whitehill Road		£ 60,000	£ 20,000	£ 18,841	Completed	scheme size reduced due to proposed development
15	Glenrothes	Cos Lane		£ 10,000	£ 10,000	£ 13,097	Completed	
13	Glenrothes	Rimbleton Ph3		£ 70,000	£ 70,000	£ 78,387	Completed	
13	Glenrothes	Viewfield		£ 15,000	£ 18,000	£ 20,258	Completed	
13	Glenrothes	Jarvie Place		£ 20,000	£ 80,000	£ 82,677	Completed	scheme extended
	Glenrothes	Golf Course Road		£ 77,000	£ 77,000	£ 77,004	Completed	
TOTAL				£ 478,500	£ 718,000	£ 704,467		

Area Roads Programme 2021-22

Structures Schemes Outturn

Ward	Town	Street	Location/Description	Description	Outturn Cost	Progress at 31st March 2022	Comments
15	Glenrothes	C128 Woodside Road	Boblingen Way Underpass	Deck Replacement	-£ 93,349	In progress	Advanced utility payment deduced. Utility works in progress
15	Thornton	B9130	River Ore Bridge	Weak Footpath Replacement	£ -	Postponed	Lack of staff resource to deliver
14	Rural Roas	A911	West Mill Footbridge	Anti-vehicle strike measures	£ -	Postponed	Lack of staff resource to deliver
TOTAL					-£ 93,349		

7th September 2022

Agenda Item No. 6

Proposed Experimental School Exclusion Zone – Iona Park, Glenrothes

Report by: Ken Gourlay, Executive Director – Enterprise and Environment

Wards Affected: Ward 14 – Glenrothes North, Leslie and Markinch

Purpose

The purpose of this report is to allow the Area Committee to consider a proposal to introduce an experimental School Exclusion Zone in Iona Park, Glenrothes.

Recommendation(s)

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

- (1) agrees to the introduction of an Experimental Traffic Regulation Order (ETRO) for a maximum of 18 months for a School Exclusion Zone (SEZ) as detailed in drawing TRO22_43 (Appendix 1), with all ancillary procedures; and
- (2) requires officers to provide a future report to this Committee providing further recommendations towards the conclusion of the ETRO period.

Resource Implications

The cost of implementing this ETRO and deliver the associated traffic management works will be approximately £4,000 which covers Roads & Transportation Services' and Legal Services' staff costs, advertising, and delivery of the new infrastructure. This will be met from approved Service budgets.

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

An EqIA will be carried out as part of the Experimental Traffic Regulation Order consultation process.

Consultation

The local Ward Councillors, Pitcoudie Primary School and Police Scotland have been advised. Three Councillors and the School have expressed their support for the proposal.

Formal consultation required by the Road Traffic Regulation Act 1984 for the ETRO process will be carried out through the posting of legal notices in a local newspaper and on the affected length of roads. In addition, details for the proposed ETRO will be made available on www.fife.gov.uk.

Consultation with affected residents and parents / carers of children attending the school will be carried out prior to the ETRO commencing and repeated during the ETRO period.

1.0 Background

- 1.1 A report was considered at the Policy and Co-ordination (P&C) Committee on 4th November 2021 [Minute 2021.PC.99 Item 331 refers] where the Committee agreed to three trial School Exclusion Zones (also referred to as “School Streets”). The P&C Committee also agreed the street selection criteria to assess the potential viability of part-time traffic exclusion zones at primary schools in Fife. The report is included as a background paper.
- 1.2 Denend Primary School, Cardenden was named at the P&C Committee as one of the trial sites. Through the selection criteria St Marie’s RC Primary School, Kirkcaldy and Pitcoudie Primary School, Glenrothes have been selected as the other two trial locations.
 - 1.2.1 A School Exclusion Zone (SEZ) prevents non-residential traffic using the road network outside a school entrance, and / or in surrounding streets, at set periods of the school day – typically during start and finish times. The restriction is a motor vehicles prohibition (pedestrian and cycle zone) that would only be operational when lights are activated on the entry sign.

2.0 Issues and Options

- 2.1 Pitcoudie Primary School is accessed from Iona Park, Glenrothes. There is a staff car park with gates that are closed by school staff just before the school opens and closes for pupils.
- 2.2 Iona Park is a cul-de-sac with a small residential side cul-de-sac. The street also features a small turning head that the school bus uses as a bus stand. Gilven House is a property in Iona Park used by a non-profit organisation.
- 2.3 Iona Park is used by many children on their route to school with several children using the road to cycle to school. Other children are using the connecting footpaths and accessing the school from the main access road. There is also a footpath that leads to the school from Stroma Way area that is well used.
- 2.4 The car park at Cadham Shops can be used as a Park and Stride. This site has a safe route to the school using a remote footpath behind the Fire Station and into Iona Park.
- 2.5 Lodge Rise can also be used for Park and Stride where the new cycle path on the east side of Cadham Road leads directly to the school. A Toucan crossing is available on Cadham Road to access this cycle path. As an alternative there is a footpath to the south of Lodge Rise that uses the subway under Cadham Road and leads directly to the school.
- 2.6 Appropriate exemptions will be made to allow suitable vehicular access for certain road users, such as the emergency services, residents, blue badge holders and school buses.

- 2.7 The SEZ will be operational on each school day from 8.30am – 9.30am and from 2.30pm – 3.30pm. The entry sign will have flashing lights to indicate when the restriction is operational, and these timings can be changed as required.

3.0 Conclusions

- 3.1 Pitcoudie Primary School is an ideal candidate for a trial School Exclusion Zone and has support from the School, Ward Councillors and Police Scotland for its implementation.
- 3.2 It is recommended that Committee agree to the implementation of an ETRO for a maximum of 18 months.
- 3.3 A report will be presented to the Cabinet Committee toward the conclusion of the three trial schemes with an evaluation on their effectiveness and recommendations.

List of Appendices

1. Drawing No. TRO22_43: Experimental Traffic Regulation Order “School Exclusion Zone” Iona Park, Glenrothes.

Background Papers

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

- Policy and Coordination Committee Report on “School Streets” - 4th November 2021

Report Contact

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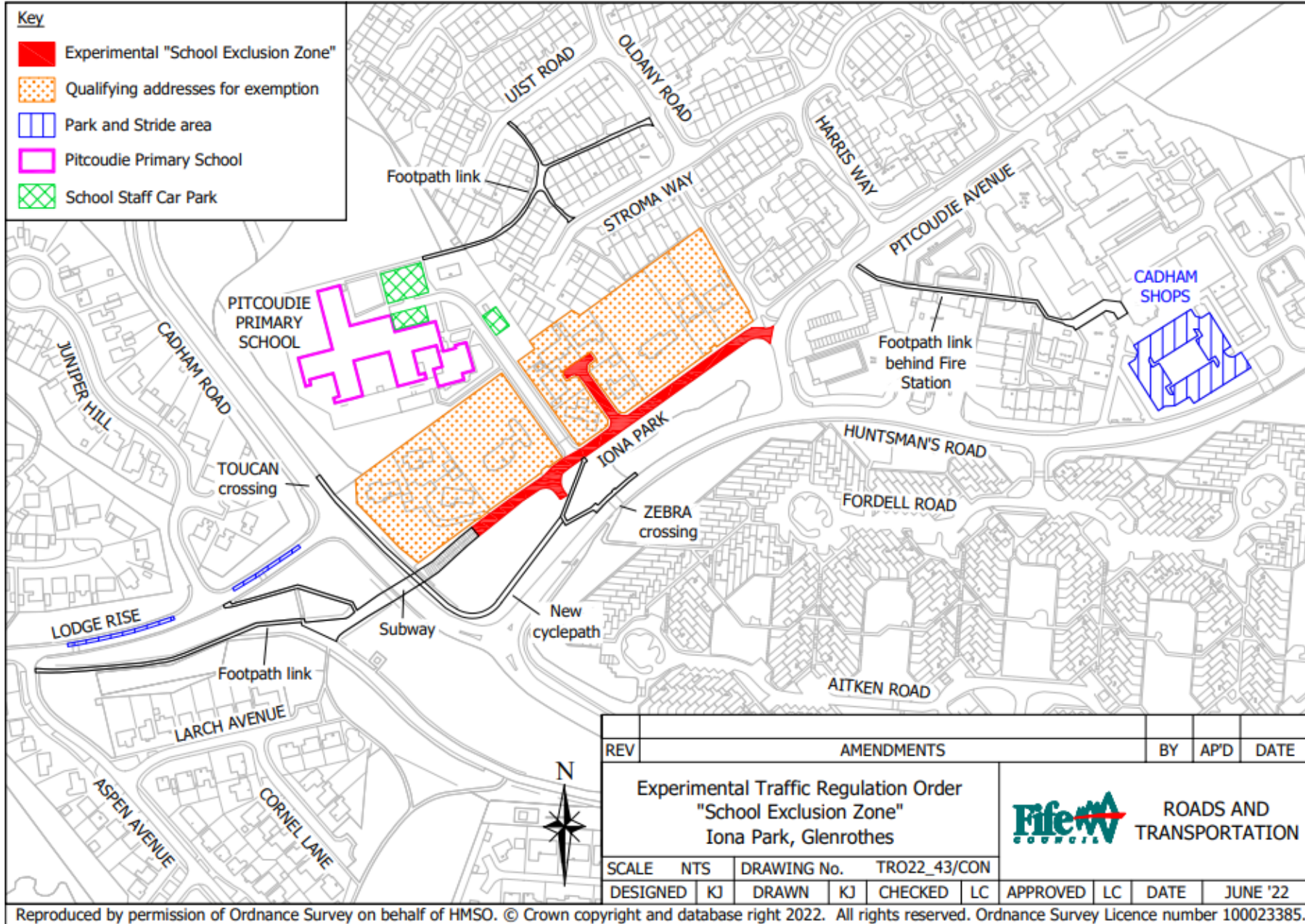
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Appendix 1



4th November, 2021.
Agenda Item No. 9

‘School Streets’ Part-time Traffic Exclusion Zones

Report by: Ken Gourlay, Head of Assets, Transportation and Environment and
Shelagh McLean, Head of Education and Children's Services

Wards Affected: All

Purpose

This report is intended to fulfil the remit given by Fife Council (2020 FC 223) to officers from Roads and Transportation Services and Education and Children's Services to bring a report to this Committee, providing information about 'School Streets' for consideration.

Recommendation(s)

It is recommended that Committee:

- (i) notes the experiences of other Local Authorities where 'School Streets' has been implemented;
- (ii) remits officers from Roads and Transportation and Education and Children's Services to agree a single pilot location where a temporary trial of the initiative could take place during financial year 2022/2023 and report their findings to the Economy, Tourism, Strategic Planning and Transportation and the Education and Children's Sub-Committees; and
- (iii) agrees the street selection criteria (Para. 1.4.) for assessing the potential viability of part-time traffic exclusion zones at primary schools in Fife.

Resource Implications

As a guide for estimating the cost of a pilot site in Fife, the average implementation cost per pilot zone in Edinburgh was £20,600 in 2014, which included staff costs, consultation, traffic surveys, signs and road markings, exemption permits, and school resources.

Implementation of part-time traffic exclusion zones in Fife, including any pilot scheme, would need to be met from the existing Area Roads Programme Capital budget. There will be minimal costs from the pilot that will be met from the existing Traffic Management Revenue budget. There will also be recurring revenue costs for the maintenance of infrastructure and the management of exemption permits which will be assessed during the period of the pilot scheme and met from the Traffic Management Revenue budget. A funding solution for the recurring revenue costs would need to be identified prior to any further schemes rolled out to other locations.

No specific grant funding is currently provided by the Scottish Government for this initiative.

Legal & Risk Implications

There are no known legal and risk implications.

Impact Assessment

An EqIA has not been completed at this stage, however other local authorities have addressed potential equalities issues through exemption permits for residents within a Zone and through a general exemption for blue badge holders. Similar arrangements could be adopted for future implementation in Fife.

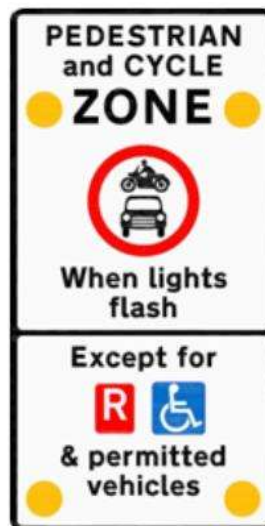
Consideration shall also be given to i) relevant Articles of The United Nations Convention on the Rights of the Child, and ii) potential environmental impacts.

Consultation

Consultation has been undertaken with Financial Services. Extensive consultation with elected members, schools, associated local communities and Police Scotland would be required prior to implementing a Schools Streets Zone. Police Scotland support is essential for the success of these zones, as enforcement would be their responsibility.

1.0 Background

- 1.1. School Streets Zones aim to prevent non-residential traffic from using the road network outside the school entrance gate, and/or in surrounding streets, at set periods of the school day – typically during start and finish times. Residents are exempted from the restriction by means of a permit system. Emergency service's vehicles and Blue Badge holders are also exempt.
- 1.2. The zones are identified with electronic signage, which illuminates during the closure periods – illustrated below.



- 1.3. In 2014 Edinburgh Council piloted 9 School Streets Zones using an Experimental Traffic Regulation Order. The aim of the pilot was to evaluate the effectiveness of such a scheme by measuring i) the reduction in the number of children being dropped off/picked up outside school by private car, ii) any increase in walking and cycling to school and iii) the impact of displacement of vehicles from the Zone to other streets.
- 1.4. Based upon criteria adopted by other councils, the following are proposed factors to be considered when assessing whether a school merits a School Streets Zone in Fife.

- Volume of school drop-off traffic and observations of congestion.
 - Support from school, parents and pupils via the School Travel Plan.
 - Support from residents.
 - Potential for determining safe drop off areas nearby and any other road safety implications linked to displaced parking.
 - Overall impact on road traffic taking account of: proximity of bus routes, number of houses served by particular streets, presence of other trip generators such as shops, health services, etc.
 - Current levels of walking and cycling by school pupils.
- 1.5. At the end of such an assessment, typically a School Streets Zone meriting implementation would be likely to have the following attributes:
- Residential without significant through traffic, including service buses.
 - Current high levels of school drop off traffic parking and congestion.
 - A suitable nearby location for displaced traffic to drop off and pick up pupils.
 - Support for the scheme from the majority of residents and stakeholders.
- 1.6. Following their evaluation in 2016 of the pilot sites in operation, The City of Edinburgh Council determined their pilots a success and progressed with permanent Traffic Regulation Orders to formalise the Zones.
- 1.7. Their evaluation study indicated significant reductions in traffic levels on restricted streets, general acceptance by residents and parents, a small increase in walking trips to school, approximately correlated with a small (6%) reduction in the number of car trips to school. Surveys indicated an increase in traffic on surrounding streets; however, this increase was offset by a larger reduction in traffic on restricted streets.
- 1.8. Similar schemes have since been piloted by Dundee City, Perth & Kinross and East Lothian Councils. City of Edinburgh Council have also added further schools to their current scheme.
- 1.9. In 2020, Napier University published a study of School Streets schemes across Europe, including several in Scotland. Its findings broadly follow Edinburgh Council's evaluation. In terms of motivators for progressing such schemes the study found strong evidence that:
- reported road casualties were not a motivator;
 - local perceptions of danger and safety risk were the key motivators; and
 - the key purpose or one of the key purposes of the schemes was to increase the number of children travelling actively to school.

2.0 Issues and Options

- 2.1 Three main issues were identified where concerns were raised about traffic exclusion zones:

Non-compliance

- 2.2 Resident surveys for the Edinburgh Zones showed, after a period of bedding in, that the perception of vehicles not complying with the restrictions reduced. However, one third of parents and one quarter of peripheral residents maintained that non-compliance was still an issue.

- 2.3 City of Edinburgh Council officers advised that after an initial high presence by Police, enforcement is now on a light touch basis and not routine. Whilst traffic levels have dropped significantly on restricted streets there is still a degree of non-compliance. This is particularly the case where streets within a restricted zone are through routes or they serve other trip generators.

Migration to other streets

- 2.4 Police Scotland raised concerns about increased road safety risks where school traffic was displaced to surrounding streets that presented, for example, less safe crossing points. Increased complaints from residents of surrounding streets were also seen as a potential issue.
- 2.5 During a visit to one of Edinburgh Council's pilot schemes, several months after implementation, Fife Council officers observed in one case that traffic was displaced to a street much more suitable for school traffic than the restricted streets in terms of width, safe crossing facilities and parking capacity. On the other hand, officers also observed migrated school traffic parking and manoeuvring on a busy distributor road. As is normally the case with school traffic, the situation developed and dispersed quickly. It was also observed, and confirmed by one of the head teachers, that traffic at the immediate school gate frontages was much reduced.

Inconvenience

- 2.6 City of Edinburgh Council's evaluation, some 6 months after implementation, indicated a decrease in perception that the restrictions made day to day life difficult. These 'After' surveys showed that about two thirds of parents, and over half of residents within the zones, felt that the restrictions had not made day-to-day life more difficult.
- 2.7 The proportion of residents in peripheral streets who felt the restrictions had made day-to-day life more difficult, increased from about a quarter at the 'before' survey to an almost equal split between those that felt the restrictions are a problem and those that do not from the final survey. However, these outcomes were based on a relatively low number of survey-returns and so may not be representative.
- 2.8 In relation to perception surveys, the 'before' survey indicated both residents and parents considered that improved safety of children travelling to and from school was the main benefit that must be achieved by the pilot (74% of residents and 72% of parents). In the 'after' survey 50% of residents and 65% of parents considered this had been achieved by the restrictions.
- 2.9 In relation to how safe school streets feel during the restriction periods, two thirds of both parents and zone residents perceive safety benefits. On the other hand, less than half of peripheral street residents perceive this to be the case. In all cases perceptions of road safety issues were not supported by evidence such as recorded road casualties.
- 2.10 It is reasonable to conclude that road casualty reduction may not be a measurable benefit of these schemes. However, the perception of improved safety, and the associated comfort / reduction in anxiety that it brings, is a demonstrable outcome.

Options for Fife Schools

- 2.11 Based on the criteria used by City of Edinburgh and other Councils, there is scope to implement 'School Streets' for some schools in Fife. However, the following points should be considered:

- School Streets schemes will not be able to be applied universally i.e., only a proportion, probably quite small, of schools could be eligible.
- Initial and on-going support from Police Scotland is essential for schemes to be successful.
- While traffic reductions in restricted streets are likely to be significant, a degree of non-compliance is also likely, which could lead to complaints from residents and parents.
- Costs will be significant if 'School Streets' is to be implemented at multiple locations and that a funding solution would have to be identified first. The benefits in terms of increased active travel to school and reduced drop off by vehicles are expected to be marginal. Hence, schemes will need to be evaluated alongside other Road Safety schemes promoted through the Area Roads Programmes.
- It should be noted that across Fife's schools there is no identifiable road safety issue in terms of the number of casualties being recorded outside or within the immediate vicinity of schools at times children are going to/from school. This initiative is therefore not expected to directly reduce the number of casualties given the current low level. It will however reduce traffic congestion outside the school, promote walking for a least the final part of the journey to school and improve the perception of a safer environment.

3.0 Conclusions

- 3.1 Introducing School Streets Zones could significantly reduce non-residential traffic levels in restricted streets. While this is the case, implementation on its own is unlikely to have a significant impact on road casualty reduction or significantly increase active travel to school. The choice of potential School Streets schemes must also be influenced by the potential benefits of other alternative interventions that could offer better levels of both active travel and road safety around Fife's schools.
- 3.2 Other less tangible factors could also influence this choice: for example, improving the perception of a safer environment for children at either end of their school day.

Background Papers:

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

- City of Edinburgh Council, 2016. School Street pilot project evaluation, 30th August.
- Napier University Evaluation Study, 10th July 2020: <https://www.napier.ac.uk/about-us/news/school-street-closures>

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EXTRACT OF MINUTE:

THE FIFE COUNCIL - POLICY AND CO-ORDINATION COMMITTEE – REMOTE MEETING

4th November, 2021.

10.00 a.m. – 12.30 p.m.

PRESENT: Councillors David Alexander (Convener), Lesley Backhouse (substituting for Craig Walker), David Barratt, John Beare, Tim Brett, Altany Craik, Dave Dempsey, Linda Erskine, David Graham, Judy Hamilton, Andy Heer, Helen Law, Carol Lindsay, Donald Lothian, Mino Manekshaw, Karen Marjoram, Tony Miklinski, David Ross, Fay Sinclair and Ross Vettraino.

ATTENDING: Steve Grimmond, Chief Executive; Eileen Rowand, Executive Director (Finance and Corporate Services), Lindsay Thomson, Head of Legal and Democratic Services, Laura Robertson, Finance Operations Manager, Helena Couperwhite, Committee Manager and Michelle McDermott, Committee Officer, Legal and Democratic Services, Finance and Corporate Services; Paul Vaughan, Head of Communities and Neighbourhoods Service and Andrew Gallacher, Community Manager (City of Dunfermline), Communities and Neighbourhoods Service; Keith Winter, Executive Director (Enterprise and Environment), Gordon Mole, Head of Business and Employability, Kirstin Marsh, Strategic Growth and City Deals Project Manager, Morag Millar, Strategic Growth and City Deals Programme Manager, Economy, Planning and Employability Services and Martin Kingham, Service Manager (Roads Network Management), Roads and Transportation Service; Shelagh McLean, Head of Education and Children's Services and Avril Graham, Sustainable Estate Officer, Education and Children's Service; John Mills, Head of Housing Services and Vania Kennedy, Service Manager - Income Poverty and Private Housing, Housing Services.

APOLOGY FOR ABSENCE: Councillor Linda Holt.

331. "SCHOOL STREETS" PART-TIME TRAFFIC EXCLUSION ZONES

The Committee considered a joint report by the Head of Assets, Transportation and Environment and the Head of Education and Children's Services providing members with an update on "School Streets".

Decision

The Committee:-

- (1) noted the experiences of other local authorities where "School Streets" had been implemented;
- (2) remitted officers from Roads and Transportation and Education and Children's Services to agree three pilot locations, including Denend Primary

2021 PC 96

School, Cardenden where a temporary trial of the initiative could take place during financial year 2022/2023 and report their findings to the Economy, Tourism, Strategic Planning and Transportation and the Education and Children's Services Sub-Committees; and

- (3) agreed the street selection criteria detailed at para. 1.4 within the report for assessing the potential viability of part-time traffic exclusion zones at primary schools in Fife.
-

7th September 2022

Agenda Item No. 7

Proposed Waiting Restrictions – Poplar Road and Woodlea Grove, Glenrothes

Report by: Ken Gourlay, Executive Director – Enterprise and Environment

Wards Affected: Ward 15 – Glenrothes Central and Thornton

Purpose

The purpose of this report is to allow the Glenrothes Area Committee to consider proposals to introduce “No Waiting at Any Time” restrictions on Poplar Road and Woodlea Grove, Glenrothes.

Recommendation(s)

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

1. agrees to the promotion of a Traffic Regulation Order (TRO) to introduce the restrictions detailed in drawing no. TRO/22/49 with all ancillary procedures; and
2. authorises officers to confirm the Traffic Regulation Order within a reasonable period unless there are objections.

Resource Implications

The cost to formally promote this TRO and deliver the associated traffic management works will be approximately £2,200, which covers Roads & Transportation Services’ and Legal Services’ staff costs, advertising and delivery of the new infrastructure. This will be met from approved Service budgets.

Legal & Risk Implications

There are no known legal or risk implications.

Impact Assessment

The general duties section of the impact assessment and the summary form have been completed. No negative impacts have been identified.

Consultation

The local Ward Councillors, Parking Management team and Police Scotland have been advised.

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

1.0 Background

- 1.1 Poplar Road is a busy, 20mph road that gives access to an industrial estate on the west side and a housing estate on the east side. Parking on this road occurs on the west side, often by larger commercial vehicles relating to adjacent businesses.
- 1.2 Poplar Road also give access to a small shopping centre on the west side.

2.0 Issues and Options

- 2.1 Local residents have raised concerns about vehicles parking on the junction of Poplar Road and Woodlea Grove which creates a hazard when approaching this junction.
- 2.2 In order to reinforce Highway Code Rule 243 (Do not stop or park within 10m or opposite a junction) it is proposed to provide "No Waiting At Any Time", double yellow line restrictions around the junction as shown in drawing no. TRO/22/49.
- 2.3 As there are already waiting restrictions in this area, enforcement will be possible as part of the normal patrol beat of the Parking Attendants.

3.0 Conclusions

- 3.1 It is considered, in the interests of road safety and to maintain traffic flow, that these traffic restrictions be promoted.

List of Appendices

1. Drawing No. TRO/22/49

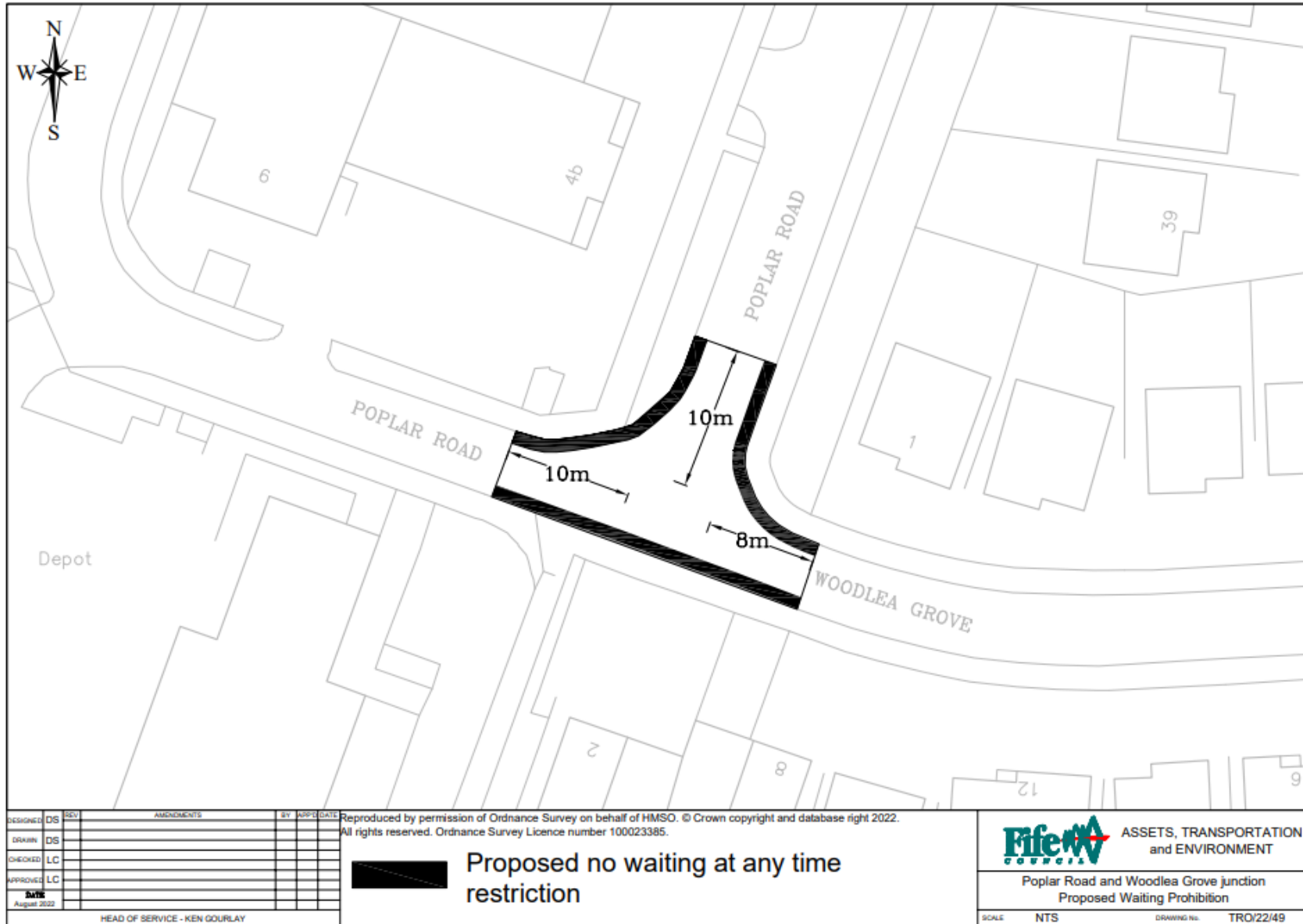
Background Papers

1. None

Report Contact

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Lead Consultant, Traffic Management
Assets, Transportation and Environment
Roads & Transportation Services
Bankhead Central
Glenrothes
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Appendix 1



Glenrothes Area Committee of 2 November 2022			
Title	Service(s)	Contact(s)	Comments
Tackling Poverty in Glenrothes Area - Update	Communities and Neighbourhoods Service	Norman Laird	
Complaints Update	Communities and Neighbourhoods Service	David Thomson	Previously considered 06.10.21.
Safer Communities Team Update Report	Housing Services	Dawn Jamieson, Brian Westwater	Including environmental vandalism.
Operational Briefing on Policing Activities within Glenrothes Area	Police Scotland	Kirk Donnelly, Police Scotland	
Scottish Fire and Rescue Service Local Plan Annual Performance Report	Scottish Fire & Rescue Service	Andy Bennett, SF&RS	
Review of Local Community Plan	Communities and Neighbourhoods Service	Norman Laird	Initial workshop end of September 2022.
Glenrothes Area Committee Forward Work Programme			

Glenrothes Area Committee of 25 January 2023			
Title	Service(s)	Contact(s)	Comments
2023-24 Area Roads Programme	Assets, Transportation and Environment	Neil Watson, Paul Hocking, Lesley Craig	
Glenrothes Area Committee Forward Work Programme			

Glenrothes Area Committee of 22 March 2023			
Title	Service(s)	Contact(s)	Comments
Glenrothes Area Committee Forward Work Programme			

Glenrothes Area Committee of 24 May 2023			
Title	Service(s)	Contact(s)	Comments
Glenrothes Area Committee Forward Work Programme			

Unallocated			
Title	Service(s)	Contact(s)	Comments
School Attainment and Achievement Report	Education and Children's Services	Stuart Booker, Maria Lloyd	To include information on Corporate Parenting and Looked After Children.
Pupil Equity Fund	Education and Children's Services	Angela Logue, Zoe Thomson	
Local Area Economic Profiles	Economy, Planning and Employability	Peter Corbett, Alison Laughlin	Update. Previously considered 02.02.22.
Area Housing Plan Update - Glenrothes	Housing Services	Charlotte Stitchell	Previously considered 01.12.21. Charlotte Stitchell is new Area Housing Manager.
Lock Up Programme, Glenrothes - Progress Report	Housing Services	Joan Lamie, Donna Christie	Previously considered 01.12.21.
Common Good and Settlement Trust Funds Annual Report	Finance and Corporate Services	Eleanor Hodgson	Previously considered 01.12.21.

Unallocated			
Title	Service(s)	Contact(s)	Comments
Town Centre Masterplan - Glenrothes	Business and Employability	Andrew Walker, Ronnie Hair	Previously considered 24.03.21. Next update to include the Kingdom shopping centre and Rothesay House.
Riverside Park Improvement Plan 2020 - 2030: Update	Communities and Neighbourhoods Service	Kevin Okane	Previously considered 04.03.20. NB: Levelling up budget funding application has gone forward. To include schedule of works. Provide copy of SchofW to Convener/Depute Convener.
Area Capital Update Report	Finance and Corporate Services, Communities and Neighbourhoods Service	Eleanor Hodgson, Norman Laird	Previously considered 04.12.19.
Report of the Pupilwise & Parentwise Surveys	Education and Children's Services	Deborah Davidson	3-yearly surveys - due 2021. Previously considered 31.10.18. 2020/21 - due to COVID-19, Education unable to progress with surveys at this time. Update Jan '22 - surveys not yet undertaken.
30 mph Speed Limit on B9130 Markinch - Objections NOT set aside	Communities and Neighbourhoods Service, Assets, Transportation and Environment	Lesley Craig, Norman Laird	Objections to TRO not set aside at GAC on 01.12.21 - Para 245 refers. Committee agreed to consider a future report on

Unallocated			
Title	Service(s)	Contact(s)	Comments
			alternatives following a charrette, eg, consulting with the community.
Vacant/Derelict Land Fund - Glenrothes Area	Business and Employability	Ian Mccrory	Para 258 of GAC minute of meeting 2 February 2022 refers. Advised by Service to defer until SEPTEMBER 2022 at the earliest (to allow for the publication of the Fife Vacant and Derelict Land Report circa June/July which informs the Scotland-wide report).
Levelling Up Bid - Update	Communities and Neighbourhoods Service	Norman Laird	
Local Community Planning Budget/Devolved Budget/ Anti-poverty Funding/ Capital Fund	Communities and Neighbourhoods Service	Norman Laird	
On-Street Car Parking	Assets, Transportation and Environment	Lesley Craig	

7 September 2022

Agenda Item No. 9

PROPERTY TRANSACTIONS

Report by: Alan Paul, Senior Manager – Property Services

Wards Affected: 13, 14 and 15

Purpose

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

Recommendation(s)

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

Resource Implications

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

Legal & Risk Implications

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

Impact Assessment

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

Consultation

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

1.0 Background

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

2.0 Transactions

2.1 Disposals

2.1.1 26.10 sqm of additional ground at 166 Muirfield Drive, Glenrothes

Date of Sale: 8 July 2022
Price: £3,800
Purchaser: Steven MacEwan

2.2 Acquisitions

2.2.1 11 Dunvegan Court, Glenrothes

Date of Acquisition: 18 January 2022
Price: £148,500
Seller: Mohammed Javaid

2.2.2 27 Ivanhoe Drive, Glenrothes

Date of Acquisition: 14 January 2022
Price: £115,000
Seller: Joanne M Clark

2.2.3 Lock Up, 10 Altyre Avenue, Glenrothes

Date of Acquisition: 28 January 2022
Price: £2,000
Seller: Aileen Paterson

2.2.4 13 Dunvegan Court, Glenrothes

Date of Acquisition: 4 March 2022
Price: £115,000
Seller: Gin Hui Joseph Mah and Siew Hoon Loo

2.2.5 59 Dunbeath Drive, Glenrothes

Date of Acquisition: 1 April 2022
Price: £105,000
Seller: John Suttie Maxwell

2.2.6 67 Cameron Park, Thornton

Date of Acquisition: 29 April 2022
Price: £148,500
Seller: Lisa Anne Barclay and John Derrick Barclay

2.2.7 58 Croft Crescent, Markinch

Date of Acquisition: 16 June 2022
Price: £87,000
Seller: Ian Peter Clark and Lesley Clark

2.3 Leases by the Council – New Leases

2.3.1 Unit 14 Flemington Road, Glenrothes

Term: 3 years from 2 August 2021
Rent: £10,059 pa
Tenant: McDonald Water Storage Ltd

2.3.2 Unit 20 Flemington Road, Glenrothes

Term: 5 years from 6 July 2021
Rent: £7,854 pa
Tenant: Concepts Scotland Ltd

2.3.3 Unit 5 Queensway Phase 1, Flemington Road, Glenrothes

Term: 5 years from 13 May 2021
Rent: £10,575 pa
Tenant: MDM Creations Ltd

2.3.4 Unit 29 Fife Food and Business Centre, Southfield Industrial Estate, Glenrothes

Term: 3 years from 1 June 2021
Rent: £18,000 pa
Tenant: Scotstar Resin Ltd

2.3.5 Unit 17 Flemington Road, Glenrothes

Term: 2 years from 19 May 2021
Rent: £7,507 pa
Tenant: Rumi Pod Ltd

2.3.6 Office 3 Fife Food Resource Base, Glenrothes

Term: 1 year from 8 February 2021
Rent: £1,075 pa
Tenant: Emma Gourlay

3.0 Conclusions

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

List of Appendices

1. N/A

Background Papers

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

N/A

Report Contact

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