

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

Thursday, 1 October, 2020 - 10.00 am

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 Economy, Tourism, Strategic Planning & Transportation Committee of 20 January 2020. 3 - 7
4. **COVID-19 - BUSINESS SUPPORT** - Verbal update by the Head of Business & Employability

ITEMS FOR DETERMINATION

5. **INTERIM REGIONAL SPATIAL STRATEGY - EDINBURGH AND SOUTH EAST SCOTLAND** - Report by the Head of Planning 8 - 48
6. **SCOTTISH PLANNING POLICY AND HOUSING TECHNICAL CONSULTATION** - Report by the Head of Planning 49 - 65
7. **SUPPORT FOR VOLUNTARY ORGANISATIONS** - Report by the Head of Business and Employability 66 - 72
8. **FIFE BRIDGE STRENGTHENING PROGRAMME UPDATE** - Report by the Head of Assets, Transportation and Environment 73 - 80

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9. **FIFE'S ROAD CONDITION REPORT 2020** - Report by the Head of Assets, Transportation and Environment 81 - 88
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11. **BUSINESS GATEWAY FIFE ANNUAL PERFORMANCE 2019/20** - Report by the Head of Business and Employability 101 - 110
12. **2019/20 REVENUE MONITORING PROVISIONAL OUTTURN** - Joint Report by the Executive Director - Finance & Corporate Services and the Executive Director - Enterprise and Environment 111 - 117
13. **2019/20 CAPITAL MONITORING PROVISIONAL OUTTURN** - Joint Report by the Executive Director - Finance & Corporate Services and the Executive Director - Enterprise and Environment 118 - 123

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14. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY MARCH 2020 TO JULY 2020** - Report by the Head of Legal & Democratic Services 124 - 126
15. **ECONOMY, TOURISM, STRATEGIC PLANNING AND TRANSPORTATION SUB COMMITTEE FORWARD WORK PROGRAMME** 127 - 128

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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24 September, 2020

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**THE FIFE COUNCIL - ECONOMY TOURISM STRATEGIC PLANNING AND
TRANSPORTATION - GLENROTHES**

30 January, 2020

10.03 am – 12.40 pm

PRESENT: Councillors Altany Craik (Convener), John Beare, Ian Cameron, Rod Cavanagh, Dave Coleman, Bill Connor, Colin Davidson, Ian Ferguson, Jean Hall-Muir, Jane Ann Liston, Mino Manekshaw, Ross Paterson, David J Ross, Ann Verner

ATTENDING: Ken Gourlay, Head of Assets, Transportation and Environment, Shona M Cargill, Lead Officer (Sustainable Development), Derek Crowe, Senior Manager (Roads & Transportation Services), Assets Transportation and Environment; Gordon Mole, Head of Business and Employability, Alastair Hamilton, Service Manager - Development Management, Lucinda Mcallister, Service Manager - Employability and Supported Employment Service, Andrew Sim, Lead Officer (Local Development Plan), Don Taylor, Lead Officer (Public Protection), Craig Walker, Service Manager (Development Plan), Economy, Planning & Employability Services; Jackie Johnstone, Accountant, Finance and Corporate Services; Lesley Robb, Lead Officer - Committee Services, Legal & Democratic Services.

APOLOGY FOR ABSENCE: Councillor Jan Wincott

117. CHANGE OF MEMBERSHIP

Decision

The Committee noted that Councillor Sharon Green-Wilson had replaced Councillor Sam Steele as a member of the Economy, Tourism, Strategic Planning and Transportation Committee. The Committee further noted, in accordance with the List of Committee Powers that Councillor Rod Cavanagh was substituting for Councillor Sharon Green-Wilson on this occasion.

118. DECLARATIONS OF INTEREST

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

119. MINUTE

The Committee considered the minute of the meeting of the Economy, Tourism, Strategic Planning and Transportation Committee of 24th October, 2019.

Decision

The Committee approved the minute.

120./

120. ELECTRIC VEHICLES - PUBLIC CHARGING FEES

The Committee considered a report by the Head of Assets, Transportation and Environment that proposed the level of fees to be introduced for users of the Fife Council public Electric Vehicle (EV) charging points from 1st April 2020.

Decision

The Committee agreed:

1. to approve the implementation of a rate for electricity consumed at 15p/kWk and a connection fee per charging session of £1.60 from 1st April 2020. The connection fee being designed to promote turnover and more efficient use of the charging points;
2. that the Head of Assets, Transportation and Environment monitor and review the uptake and costs on an annual basis over the next two years and amend fees if necessary, with a view to developing a self-funding and sustainable EV charging network for Fife; and
3. that a report be brought to the Committee in late 2022 to set fees from 2023 onwards considering that full maintenance and replacement costs will then need to be fully covered by fee income.

Councillor Rod Cavanagh joined the meeting during consideration of the above item.

121. EDINBURGH AND SOUTH EAST SCOTLAND CITY REGION - REGIONAL GROWTH FRAMEWORK

The Committee considered a report by the Head of Business and Employability providing an update on the Regional Growth Framework for Edinburgh and South East City Region and to seek approval to review Fife's Economic Strategy 2017-2027 for alignment with the Regional Growth Framework for Edinburgh and South East City Region, once available and the Regional Economic Strategy for Tay Cities Region.

Decision

The Committee agreed to:

1. note the approach to developing a Regional Growth Framework for Edinburgh and South East City Region that was approved by the joint committee in September 2019;
2. note that an Elected Member Oversight Committee would be established consisting of two elected members with relevant portfolio areas (planning, transport, housing and economy) from each local authority area and that the Elected Member Oversight Committee would oversee and advise the Joint Committee and guide the development of the Regional Growth Framework;
3. endorse the Convener and Vice-Convener of the Economy, Tourism, Strategic Planning and Transportation Committee as the representatives for Fife Council; and

4. approve the review of Fife's Economic Strategy 2017-2027 by officers by considering the priorities of the Tay Cities Regional Economic Strategy and those that emerge from the Regional Growth Framework; likely to be in late 2020 - early 2021.

122. FIFE DEVELOPMENT PLAN UPDATE: SESPLAN HOUSING POSITION STATEMENT AND PROPOSED APPROACH

The Committee considered a report by the Head of Service, Planning Services seeking approval on the approach to managing the housing supply policy position within Fife prior, to the approval of National Planning Framework 4, and to update members on proposed future Development Plan activity.

Decision

The Committee:

1. noted the approval by the SESplan Joint Committee of the approach to calculate housing land supply;
2. approved the approach to calculate housing land supply within the area of Fife, covered by SESplan, for the period prior to the approval of National Planning Framework 4 (programmed for 2021) and endorsed implementation of this for the consideration of planning applications within Fife; and
3. noted that until secondary legislation and transitional arrangements for Development are published by Scottish Government, no formal replacement to the adopted Local Development Plan (FIFEplan) would be progressed, although monitoring and internal reviews would commence.

123. EMPLOYABILITY DELIVERY IN FIFE

The Committee considered a report by the Head of Business and Employability setting out an update on the detail of Fife Council's approach to apprenticeships and employment, as detailed in the joint Programme of Administration. The purpose of the report was to update the Committee on apprenticeships activity and recent developments in relation to employability and to seek endorsement for planned future activity in line with the Plan for Fife, together with proposed financial savings for employability provision resulting from recent changes to funding for this delivery.

Decision

The Committee:

1. noted the progress in approaches to developing employability services in Fife; and
2. noted and endorsed reframing of activity to align with national funding frameworks for employability delivery.

124./

124. SP ENERGY NETWORKS (SPEN) PROJECT FUSION - UPDATE ON PROGRESS

The Committee considered a report by the Head of Business and Employability updating on the progress achieved with SP Energy Networks' Project FUSION.

Decision

The Committee:

1. noted the progress of the project in its first year, following the Council's signing of the Collaboration Agreement in January 2019; and
2. approved the appointment of the Lead Officer (Climate Change and Zero Waste), to serve as Fife Council's representative on the Project FUSION Board.

125. PLANNING POLICY: DEVELOPMENT AND NOISE

The Committee considered a report by the Head of Planning Services seeking Committee approval for consultation, and thereafter the finalisation and publication of new Planning Policy Guidance relating to the assessment of noise impacts arising from new development.

Decision

The Committee:

1. agreed the draft policy guidance and authorised consultation over a period of 4 weeks commencing early February 2020; and
2. delegated to the Head of Planning Services and the Head of Protective Services to finalise and adopt the guidance as policy, following consultation, provided no material change is made to the draft policy guidance.

The meeting Adjourned at 12.20 pm

The meeting reconvened at 12.25 pm.

PRESENT: Councillors Altany Craik (Convener), John Beare, Ian Cameron, Rod Cavanagh, Dave Coleman, Bill Connor, Colin Davidson, Ian Ferguson, Jean Hall-Muir, Jane Ann Liston, Mino Manekshaw, Ross Paterson, David J Ross, Ann Verner

126./

126. 2019-20 REVENUE MONITORING PROJECTED OUTTURN

The Committee considered a joint report by the Executive Director, Finance and Corporate Services and the Executive Director, Enterprise and Environment providing an update on the financial position for the 2019/20 financial year for the areas in scope of the Economy, Tourism, Strategic Planning and Transportation Committee.

Decision

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

127. 2019-20 CAPITAL MONITORING PROJECTED OUTTURN

The Committee considered a joint report by the Executive Director Finance and Corporate Services and Executive Director Enterprise and Environment providing an update on the Capital Investment Plan and advising on the projected financial position for the 2019/20 financial year for areas in scope of the Economy, Tourism, Strategic Planning and Transportation Committee.

Decision

The Committee considered the current performance and activity across the 2019/20 Financial Monitoring as detailed in the report.

128. COMMITTEE FORWARD WORK PROGRAMME

Decision

The Committee noted the content of the forward work programme for the Economy, Tourism, Strategic Planning and Transportation Committee.

1st October 2020
Agenda Item No. 5

Edinburgh and South East Scotland Interim Regional Spatial Strategy

Report by: Pam Ewen, Head of Service, Planning Services

Wards Affected: All of Fife

Purpose

This report asks the Committee to endorse the interim Regional Spatial Strategy for the Edinburgh and South East Scotland Area. The interim Regional Spatial Strategy was approved for submission to the Scottish Government by the SESplan Joint Committee at its meeting on 21 September 2020.

Recommendations

It is recommended that Committee:

1. Ratifies the interim Regional Spatial Strategy as set out in Appendix One;
2. Note the next steps for submission of the interim Regional Spatial Strategy to the Scottish Government as set out in section 3.0 below; and,
3. Authorise the Head of Planning, through the SESplan Board, to make minor changes to the documents, as required, prior to submission to the Scottish Government.

Resource Implications

Any immediate financial implications of producing the interim Regional Spatial Strategy provided for in the Planning Act have been accommodated for through the £5,000 grant funding from Scottish Government through which the Council employed consultants to run a series of officer workshops in February/March 2020. The Council is not required to make any financial contribution to the development of the interim strategy. Resources have been provided within the existing staff establishment to assist in the development of the strategy. The adoption of the documents will not have any immediate financial implications for the Council.

Legal & Risk Implications

Regional spatial strategies have been introduced into planning legislation by Planning the (Scotland) Act 2019.

Impact Assessment

An Integrated Impact Assessment has not been completed and is not necessary because the recommended actions do not introduce any new factors to assess. The Fairer Scotland Duty, which came into force on 1 April 2018, requires the Council to consider how it can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. The interim Regional Spatial Strategy includes measures to support this objective.

Consultation

The Head of Legal and Democratic Services and Head of Finance were consulted in the development of this report and have no comments. Fife's representatives on the SESplan Joint Committee were briefed on the content of the interim Regional Spatial Strategy ahead of the Joint Committee meeting and a workshop with members of this committee was held on 30 September.

1.0 Background

- 1.1 The Planning (Scotland) Act 2019 introduced regional spatial strategies into planning legislation. This was a consequence of reforming development planning in the Act which removed the requirement to prepare strategic development plans but recognised there remained a need for a regional spatial framework to inform development planning at the national and local level. A regional spatial strategy is a long-term spatial (land-use) strategy for a defined area prepared by planning authorities – either one on its own or more than one acting jointly. In the case of the Edinburgh and South East Scotland area, the six planning authorities¹ have worked together. It should be noted that the geographical coverage of the interim Regional Spatial Strategy incorporates North East Fife rather than retain the SESplan boundary thereby allowing Fife to make its case for strategic development in a single spatial strategy.
- 1.2 Regional spatial strategies are not replacement strategic development plans and are not part of the development plan. They do identify the need for strategic development in the region and the outcomes they will contribute to. They should identify the proposed locations of the strategic development proposals they contain and are subject to consultation with interested parties. Once adopted, regional spatial strategies are to be taken into account by the Scottish Ministers when preparing, revising, or amending the National Planning Framework and by planning authorities when preparing their local development plans.
- 1.3 The National Planning Framework is a long-term spatial plan for Scotland that sets out where development and infrastructure is needed to support sustainable and inclusive growth. The forthcoming framework will be the fourth and include a review of national planning policy.
- 1.4 Regional spatial strategies should also align with and reflect the spatial requirements of the regional growth frameworks being prepared. The Edinburgh and South East Scotland Regional Growth Framework will set the direction of inclusive and sustainable economic growth in the city region and be a vehicle to implement the City Deal projects based on the strengths of regional delivery to create an inclusive and flourishing regional economy, with a focus on supporting infrastructure for data-driven businesses.
- 1.5 Fife's contribution to the interim Regional Spatial Strategy has been informed by a series of cross-Service workshops run earlier this year. The outputs were reported to a workshop with members of this committee on 23 June. Fife was also represented at a series of Government led themed workshops on Regional Spatial Strategy's through to September this year.

¹ City of Edinburgh Council, East Lothian Council, Fife Council, Midlothian Council, Scottish Borders Council, and West Lothian Council.

2.0 Issues

- 2.1 The regional spatial strategies currently being prepared are the first of their type. There is little guidance available on how they should be prepared, or their form and content other than the legislative requirements. The process of preparing interim Regional Spatial Strategy will assist the development of the Government's thinking on their form and content.
- 2.2 The status of the submission is badged as an *interim* Regional Spatial Strategy as the duty to produce these strategies is yet to be enacted. Regional spatial strategies will be finalised and can be adopted once the duty has been enacted through the issue of regulation and guidance which will take place over the over the period from mid- to late-2021. This means that the timescale for formal Regional Spatial Strategy to be finalised and adopted once the duty is enacted is likely to be towards end 2021 and early 2022. In the meantime, the interim strategy submissions will inform the preparation of a National Planning Framework 4 Position Statement which is expected to be published later this year.
- 2.3 The interim Regional Spatial Strategy does not start from scratch; it commits to supporting the level of growth in SESplan2 and the area of North East Fife which is now incorporated within the strategy area. The six South East Scotland local authorities will work together for the benefit of the region and Scotland as a whole. A series of shared overarching themes have been agreed through which the economic and environmental prosperity of the region and benefits to health and well-being will be realised. These will be made a reality through spatial interventions, councils' policies and through the policy and programmes of other regional stakeholders. They will also be progressed through a Regional Growth Framework to be developed by the six SESplan member authorities and partners over the coming year.
- 2.4 The projects and themes in the interim strategy will be made easier to implement if reflected in National Planning Framework 4. Whilst recognising the investment in the Queensferry Crossing, Levenmouth Rail reopening and other projects, further investment by national agencies in the infrastructure is required to give sustainable movement solutions for a level of nationally important growth and economic activity.
- 2.5 There are also areas of policy that require national action as individually or collectively the member authorities do not currently have the policy backing to implement their aims. These investment and policy gaps must be addressed not only by regional action but also the next iteration of the National Planning Framework 4 (NPF4) to deliver the shared themes of the interim strategy.
- 2.6 The strategy presses the Scottish Government on several key areas essential to strategic development:
- To fund, strategic infrastructure required to benefit the national economy of Scotland;
 - To establish an investment mechanism whereby local authorities working in partnership with the development industry and other key agencies can deliver upfront infrastructure so that sustainable development is delivered on an infrastructure first basis;
 - To coordinate a transportation strategy for the Edinburgh City Region, addressing the reasons why Scottish Ministers rejected SESplan2;

- NPF4 needs to set clear housing targets and a clear methodology of working out the targets and a councils which struggles to meet its targets shall be proactively supported in the first instance, by Scottish Government, rather than being faced with the prospect of housing allocations being awarded on appeal on unsustainable sites contrary to the national planning principle of a plan lead system;
- NPF4 shall enshrine the principles of planning; which include the primacy of place-making and good design for the benefits of communities, economic growth, climate change mitigation and biodiversity enhancement; and,
- NPF4 shall commit the development industry to carbon neutral and biodiversity enhancement only development – this will require a position statement with regard carbon and biodiversity offsetting.

2.7 The interim strategy recognises that National Planning Framework 4 must make connections across all relevant policy areas, and major influences on the planning system including climate, inequality, ecology, housing, health, welfare, education, economy, technology, transport, and energy. The current challenges brought about by Covid-19 are acknowledged while counselling that, in the short-term, standards in new development should not be prejudiced by a desire to stimulate growth. It is also noted that ambitions around climate change, health and well-being, connectivity and place making remain through the pandemic and when it recedes.

2.8 The interim strategy includes regional-wide themes:

- Regional Recovery and Renewal - tackling inequality, environmental improvement, economic renewal;
- Adaptable, a more resilient region - tackling climate change, building design and conservation; and,
- Accessible Region - connectivity, infrastructure delivery, sustainable housing sites.

2.9 The Fife specific content in the strategy includes:

- Building on strong growth around Dunfermline and the Forth bridgehead area through further development across the former Fife coalfield communities, Kirkcaldy, Glenrothes, and through to Levenmouth (linking to the Levenmouth Rail programme and River Leven project) to regenerate communities;
- Supporting planned growth in St Andrews and Cupar together with the Eden Energy Campus, Guardbridge while recognising opportunities in more rural areas to the west and east for low carbon, renewable energy, and food production;
- Continuing to facilitate the long term planned growth of Fife's nine strategic development areas remains a focus to provide over 21,000 new homes with mixed business and commercial development. This requires public sector collaboration and partnership working with the private sector to achieve investment in physical and community infrastructure such as transportation and education to support committed development and attract further private and public investment, and in digital infrastructure to enable data driven innovation, diversify the economic base, and create employment opportunities in areas in challenging economic circumstances;
- Growth clusters at the Forth bridgehead, mid- and east-Fife including opportunities for renewable energy innovation, decarbonising the gas network (H100 Fife project at Levenmouth which is being promoted as a national development), and district heating which can contribute to a green economic recovery; and,

- Enhancing import and export infrastructure at the Port of Rosyth, linked by improved road and rail corridors including freight rail access via the Fife Circle. This could also see the regional growth/investment zones on the M90 and A92 corridors.

3.0 Next Steps

- 3.1 Following approval of the interim strategy by the SESplan Joint Committee on 21 September the strategy requires to be ratified by each of the six constituent local authorities. It is likely that due to the different Committee arrangements and cycles that it will not be possible to have the document fully agreed until October/November 2020. Following ratification by the local authorities, the interim strategy will be reported for information through the City Deal governance arrangements.
- 3.2 The Scottish Government has advised that it is going to use the process of preparing interim strategies to help inform the statutory guidance needed to prepare the formal Regional Spatial Strategies. The formal process will involve consultation with key stakeholders, communities and Elected Members.
- 3.3 An update on the review of National Planning Framework 4 is expected this autumn. The timescale for the draft framework to be considered by the Scottish Parliament is autumn 2021, with the final document to be tabled for parliamentary approval in spring 2022. The issue of subsequent statutory guidance will influence the timetable for the formal Regional Spatial Strategy, the review of the Local Development Plan 2 (programmed to commence late 2021).
- 3.4 Members will be kept informed on progress with the NPF4 Position Statement and subsequent work to produce the formal Regional Spatial Strategy.

4.0 Conclusion

- 4.1 The interim Regional Spatial Strategy sets out the key requirements for inclusive growth and green recovery across south east Scotland city region. This will inform the preparation of the next National Planning Framework and once guidance is published by the Scottish Government further work and consultation will be undertaken to prepare a finalised strategy.
- 4.2 Following ratification of the SESplan Joint Committee's decision to approve the interim strategy on 21 September, the strategy will be submitted to the Scottish Government.

List of Appendices

1. Edinburgh and South East Scotland Interim Regional Spatial Strategy, SESplan 2020.

Background Papers

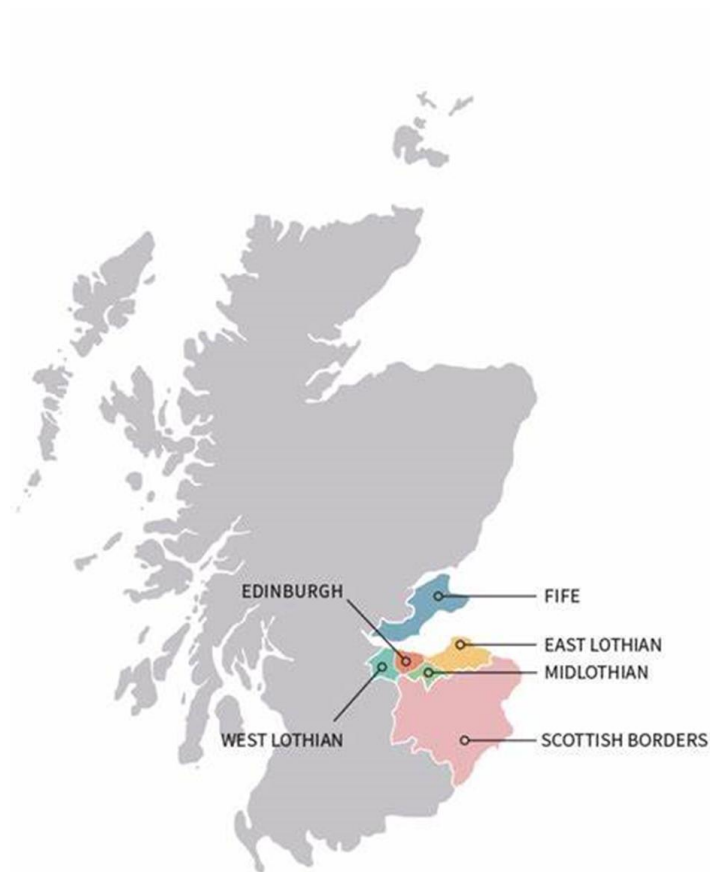
The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act, 1973:

- Planning (Scotland) Act 2019

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Regional Spatial Strategy for Edinburgh and South East Scotland City Region



Foreword

I am delighted, along with my fellow Council Leaders and Planning Leads in City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian councils to agree this interim Regional Spatial Strategy for the South East of Scotland. The South East of Scotland has for many years been the powerhouse of the Scottish economy. The six authorities in the southeast have worked individually and in partnership to ensure that growth occurs while ensuring the protection and enhancement of the regions important environmental and culture assets. The authorities have and will support the right developments in the right place, particularly where they increase opportunities for our businesses, people and communities.

The interim Regional Spatial Strategy sets a framework for this support to continue. The regional authorities are committed to meeting significant levels of housing growth already planned for and providing for sustainable economic development but we cannot do this alone. This was most apparent when Ministers rejected the second Strategic Development Plan (SDP2) that covered much of the area now covered by the Regional Spatial Strategy.

SDP2 set a strategy to meet the most recent agreed assessment of housing growth in full. However, questions were raised about the capacity of the roads and transport infrastructure to cope with the level of growth proposed. Ultimately, the plan was rejected on the basis that the transportation impacts had not been fully assessed and mitigated, highlighting the need for an infrastructure led approach to delivering development.

The interim Regional Spatial Strategy commits to supporting the level of growth in SDP2 and the area of North East Fife which is now incorporated within the strategy area. However, if this growth is to be delivered significant investment in sustainable transport and other infrastructure, including schools, will be required. It is imperative that the forthcoming review of the National Planning Framework addresses the link between development and infrastructure once and for all and puts a funding regime in place which supports an “infrastructure first” approach. Fellow Leaders, Planning Leads and I look forward to working with government to achieve this.

Of course, many things have happened since the six authorities agreed the spatial strategy set out in SDP2. The COVID-19 pandemic will undoubtedly change the way people work and the climate emergency requires everyone to think differently about what they do and how they do it. That will require a flexible approach to achieving resilience and sustainable growth. Brexit may also bring challenges for all sectors of the rural and urban economies of the region.

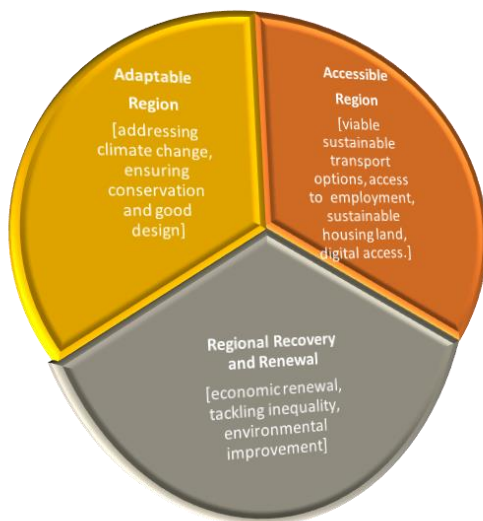
Fellow Leaders, Planning Leads and I believe that the strategy provides a flexible framework to address the challenges ahead and we remain, as a partnership, committed to working with government and agencies to ensure that the necessary investment to support the strategy is in place.



Councillor Russell Imrie

SESplan Convenor

Regional Challenges and Strategy



As the Capital region of Scotland, with connections to the rest of the country and beyond, the South East Scotland Local Authorities will work together for the benefit of the region and Scotland as a whole. As mentioned in the Scottish Government's Advisory Group's Report 'Towards a Robust Wellbeing Economy for Scotland' (June 2020), differences between regional geography and sectors need to be "recognised, respected and championed". To this end, the Local Authorities have agreed on a series of shared overarching themes through which the economic and environmental prosperity of the region and benefits to health and well-being will be realised.

The report of the Advisory Group on Economic Recovery sets out the importance of a green recovery as a major change in renewal in the post Covid environment. All the South East Scotland Local Authorities will soon have declared climate emergencies and are looking to pursue climate change related action at a corporate level and through their Local Development Plans. The National Climate Change Strategy and policy in National Planning Framework 4 (NPF4) must provide the context for the Local Authorities to take decisive action and assist with this green recovery.

As Scotland's capital region, it is vitally important that it functions effectively for the benefit of the whole country. The timely delivery of strategic infrastructure will provide the framework for the delivery of all development that is required to effectively meet the themes outlined above. The implementation of the Transport Transition Plan (TTP) recovery following the COVID 19 crisis, the Infrastructure Commission findings, particularly around on the early delivery of infrastructure, and the alignment of Strategic Transport Projects Review (STPR2) with the progression of NPF4 require to happen to allow carbon reduction and the sustainable delivery of new development.

These national actions will be made a reality through spatial interventions, council policies and through the policy and programmes of other regional stakeholders to achieve a robust, resilient and wellbeing economy. They will also be progressed through a Regional Growth Framework to be developed by the six South East Scotland Local Authorities and partners over the coming year.

Regional Overview

The Edinburgh City Region will continue to be a very attractive area for business and people to locate and this focus will accelerate due to the Covid crisis and the realisation of business that it can locate to smaller city regions without losing their global reach. The population of the region is expected to grow over the next 10 years by over 200,000 people. Including the nation’s capital city, the region will continue to be the main driver of the Scottish economy so for the benefit of the country, it requires a significant level of investment and action to successfully perform this role and accommodate this growth. International, national and regional transport infrastructure needs continued investment to support sustainable growth and change.

The six South East Scotland Local Authorities and the wider stakeholders in the region have responded to this demand over the last few years by identifying locations for an unprecedented level of development that will be required to address the increasing population and employment base. To plan for this, effective land for just under 100,000 houses has already been identified across the region for the period to 2032. Tables 1 and 2 below highlight the effective land available when compared with the land supply targets set out in SESplan2 (see Table 3). Although these sites are effective their effective delivery as part of this overall strategy is dependent on the provision of large amounts of strategic infrastructure which requires interventions at a national level. Much of this housing development is still to be delivered and will provide a significant supply of future housing well into the lifetime of this Regional Spatial Strategy and consequently NPF4. A key element of this housing delivery are the seven strategic sites, including the proposed national development at Blindwells, that will deliver new communities in key locations across the region.

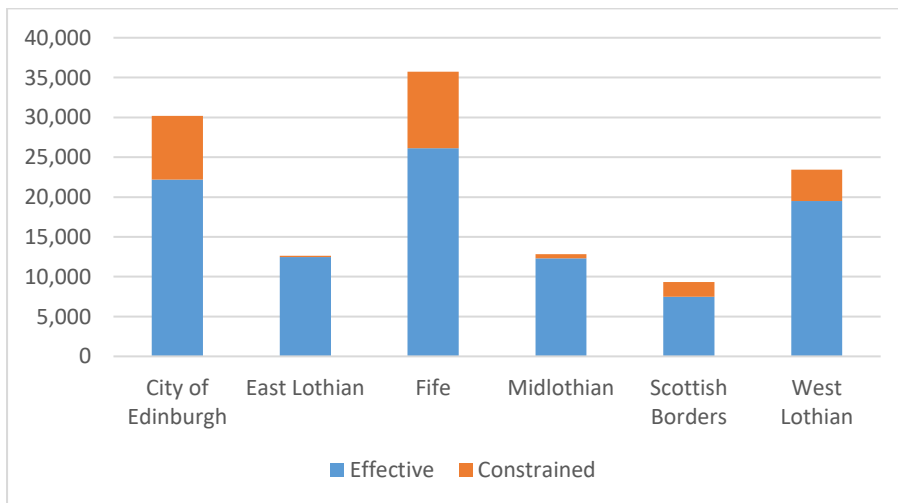


Table 1: Constrained and Effective Housing Supply (2018)

	Effective Land Supply	Average completions for last 5 years	No. of years effective supply
City of Edinburgh	22,194	2,185	10
East Lothian	12,456	486	26
Fife	26,119	1,429	18
Midlothian	12,323	619	20
Scottish Borders	7,500	281	27
West Lothian	19,505	690	28
Total	100,097	5,690	18

Table 2: Effective land supply based on comparison with SDP2 +TAYplan (NE Fife only) housing Supply targets

As Regional Spatial Strategies and Local Development Plans are reviewed they will need to consider the emerging impacts of Covid-19 and Brexit on business and other sectors including tourism, culture, higher education and on population growth through UK, European and world migration trends.

The challenge is always to deliver housing land in a sustainable manner that enhances existing communities and creates low carbon, accessible communities. This is made more important by the critical need to address climate change and community and economic resilience to threats such as Covid 19. Education, transport and green network infrastructure identified must be delivered as an integrated part of this overall development strategy. Without this, the challenges of the region would become acute and the aims set out in this strategy and at a national level cannot be achieved.

Delivering the planned levels of development is a challenge but one which the six South East Scotland Local Authorities are proactively addressing. The projects set out in this strategy have, on the whole, been progressed through being allocated and scrutinised through the development plan process. To assist with delivery, partnerships between the local authorities and wide variety of stakeholders are in place. An example of this is the Edinburgh and South East Scotland City Region Deal which will go some of the way to assist with the delivery of this infrastructure and strategy.

Also, further growth and development can only be accommodated sustainably in the region through appropriate sustainable transport interventions. Infrastructure will have to be programmed and properly funded if the strategy is to be delivered. That will require public and private investment but ultimately it will be for NPF4 to set a framework for deliverable infrastructure investment. This spatial strategy aims to mitigate the delivery of committed development and associated infrastructure and make better use through renewal of existing assets whilst identifying interventions to enhance both sustainability and potential to accommodate further growth with lower climate change impacts and more resilient communities.

Private sector contributions to delivery of some of this infrastructure is often subject to challenge and the extra pressure on local authorities through capital expenditure and revenue consequences is significant and unsustainable. These are significant challenges that the region has faced for a long time without funding mechanisms to address them and cannot be solved simply through developer contributions or local authority action. There are cross boundary issues of national importance which

require interventions and investment at a national level, particularly the shift from car based travel to public transport and active travel. Some of these requirements relate to existing development and needs (e.g. carbon neutral transport) rather than growth so cannot therefore be funded by new development. A holistic approach towards investment is therefore required in order to reach sustainability targets.

The six South East Scotland Local Authorities and stakeholders will actively pursue the delivery of the projects and themes in this regional spatial strategy, a task that will be made easier with their reflection in NPF4. Whilst there has been significant recent investment in the Queensferry Crossing and the rail network across central Scotland and from the city to the Borders, regionally there requires to be substantial investment by national agencies in the infrastructure required to give sustainable movement solutions for the level of nationally important growth and economic activity in the city region. There are also areas of policy that require national action as individually or collectively the member authorities do not currently have the policy backing to implement their aims. These investment and policy gaps must be addressed by NPF4 as well as regional action to allow the shared themes of the Regional Spatial Strategy and national agendas to be delivered.

To achieve this, NPF4 must achieve the following key requirements:

- A commitment from the Scottish Government to fully fund, or where appropriate part fund, strategic infrastructure. The region will, and can, support significant growth, but it cannot be to the burden of individual authorities, or authorities working in partnership, to deliver the infrastructure required to benefit the national economy of Scotland.
- A commitment from Scottish Government to establish an investment mechanism whereby local authorities working in partnership with the development industry and other key agencies can deliver upfront infrastructure so that sustainable development is delivered on an infrastructure first basis as recommended through the Infrastructure Commission report;
- A commitment from Scottish Government to coordinate a low carbon transportation strategy across the Edinburgh City Region, addressing the reasons why Ministers rejected SESplan2. The strategy shall include a commitment to deliver the planned Sheriffhall Roundabout upgrade, Edinburgh bypass orbital public transport solutions and coastal transport options;
- NPF4 needs to set clear housing targets at the levels set out below and included in SESplan SDP2*** Where targets cannot be met, through lack of market delivery, Councils must be supported in the first instance by Scottish Government, rather than being faced with the prospect of housing allocations being awarded on appeal on unsustainable sites contrary to the national planning principle of a plan lead system;
- NPF4 shall enshrine the principles of planning; which include the primacy of place-making and good design for the benefits of communities, economic growth, climate change mitigation, wellbeing, and biodiversity enhancement, enabling local development plans based around significant active travel and public transport solutions; and
- NPF4 shall commit the development industry to carbon neutral and biodiversity enhancement only development, requiring a position statement on carbon and biodiversity offsetting.

Local Authority	Recommended annual average housing supply target	housing supply target ** +	Recommended housing land requirement ** +
*City of Edinburgh	3,100	43,400	47,000
East Lothian	516	9,282	10,224
Fife	1,093	19,674	21,654
Midlothian	518	9,318	10,260
Scottish Borders	289	5,202	5,760
West Lothian	523	9,420	10,350
Total	6,039	96,296	105,248

Table 3: Recommended Housing land requirements and Housing supply targets for inclusion in NPF4

*City of Edinburgh Council Choices for City Plan 2030 and Housing Study, January 2020, subject to approval

**Figures for East Lothian, Scottish Borders, West Lothian, Fife and Midlothian are for the period 2012 – 2030

+ Figures for City of Edinburgh are for the period 2018 to 2032.

*** SESplan 2 plus the NE Fife element of TAYplan

Through NPF4 connections must be made across all relevant policy areas, and major influences on the planning system including; climate, inequality, ecology, housing, health, welfare, education, economy, technology, transport and energy. The current challenges brought about by Covid 19 may have lasting effects on the economy. While demand for new development will recover it is important that in the short-term standards in new development are not prejudiced by a desire to stimulate growth. The ambitions around climate change, health and well-being, connectivity and place making remain through the pandemic and when it recedes.

Regional challenges and strategy

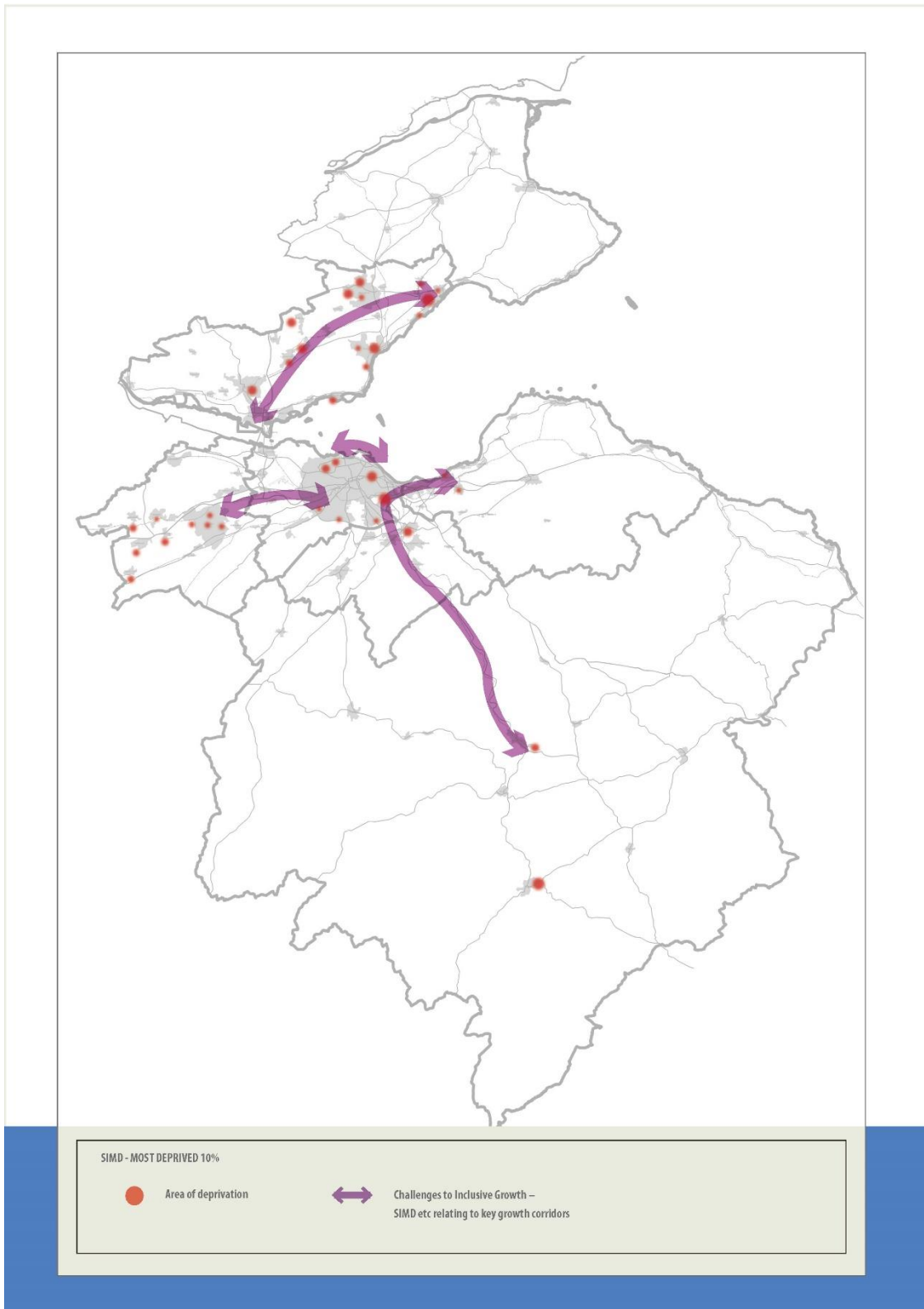
This strategy is expressed in two sections:

The challenges and solutions that affect the whole region or are of a cross boundary nature; and, those that are specific to a distinct part of the region.

The delivery of both sections is required to successfully achieve the environmental, economic and accessibility themes of the spatial strategy for South East Scotland.

Regional Recovery and Renewal [Tackling inequality, environmental improvement, economic renewal]

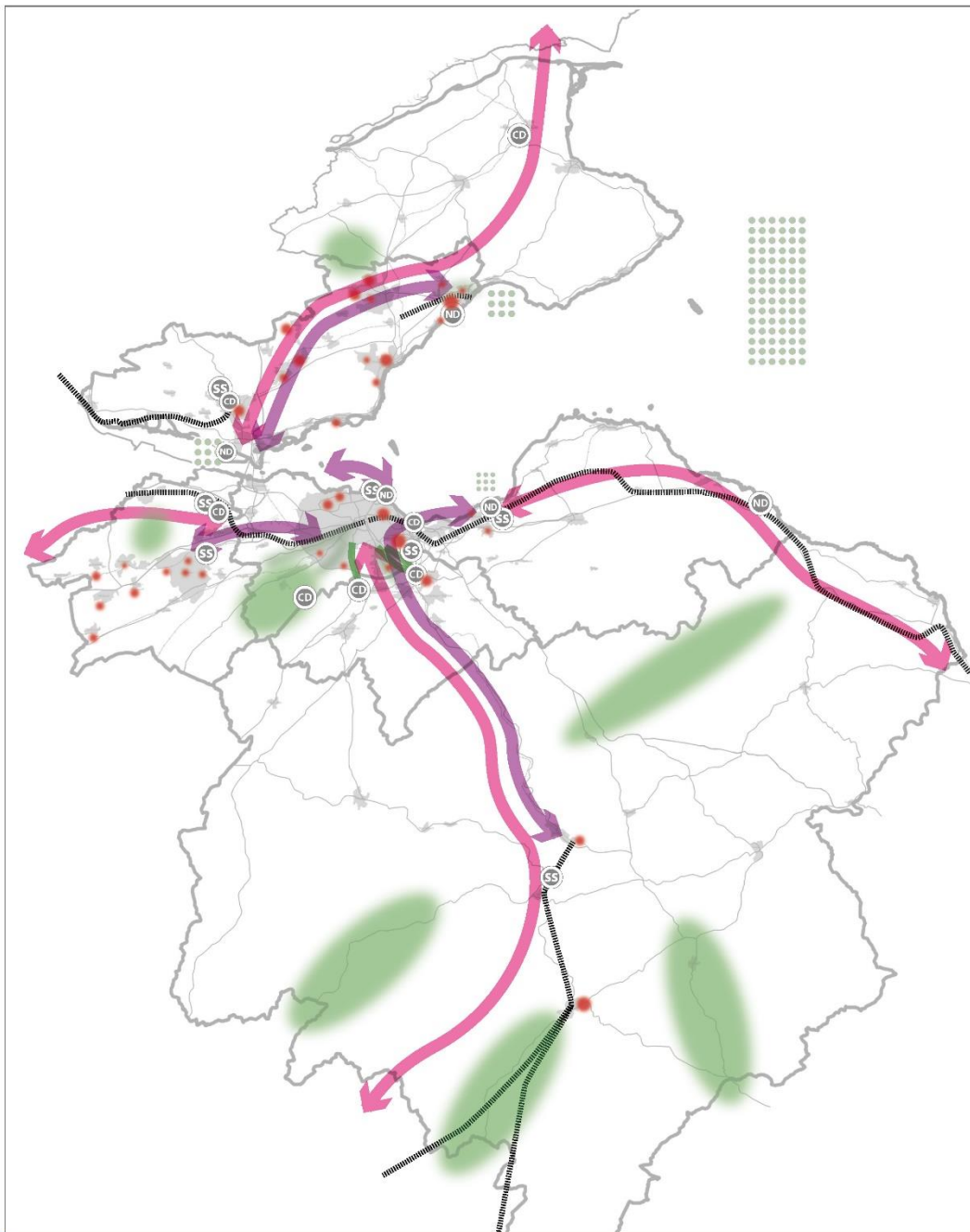
Tackling Inequality



Pockets of multiple deprivation persist in part of the region, and nearly a fifth of children live in poverty. Inequality is reflected, in concentrations of poorer households in relatively poorer neighbourhoods: these include disadvantaged groups such as ethnic minorities and the disabled, in neighbourhood contexts, which have negative effects on economic and social wellbeing. Areas that currently experience higher levels of deprivation including, southwest and northwest Edinburgh, east Edinburgh/west east Lothian, Mid Fife, Midlothian and the west of West Lothian and areas of the Scottish Borders will be the focus of investment to improve the quality of the urban environment including town centres. These areas should be made more accessible through greater affordable connectivity and access to employment and training.

The Covid crisis confirms the importance of digital connectivity and improved investment in this is essential for a just transition into a future economy. Many areas experience digital skills poverty, with almost one in five adults in Scotland not having the skills to make full use of digital technology at home or at work. This presents a significant challenge and opportunity for communities to benefit from digital infrastructure, including how services can be delivered, where this is made accessible.

Housing need and demand has recovered from the levels of the post 2008 recession, with high levels of completions across the area. The need and demand for affordable housing is significantly above deliverable levels given funding arrangements. The impact of Covid on the economy may have a future impact on these levels of housing demand as well as on work and commuting patterns, all of which need to be considered. However, housing will remain an important driver of the economy but delivery must balance local need and emerging sectoral requirements such as adaptable housing for older people, accessible homes for the disabled and appropriate provision for travellers. It is also important to ensure that new housing is situated in genuinely sustainable areas that meet the challenges of accessibility and climate change. Other services and facilities must be readily accessible along with housing through mixed-use neighbourhoods and local connectivity.



OVERALL STRATEGY		
	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors	Strategic Housing Site
	Corridors requiring sustainable mobility	Proposed National Development
	Transport Intervention	City Deal Project

Economic Renewal

Committed and potential opportunities provide sufficient employment land for economic renewal, regeneration and redevelopment. The region includes a number of significant business clusters. These are broad locations where groups of similar business sectors operate where there are opportunities for expansion. Some of these largest clusters are around west and southeast Edinburgh, Mid Fife, Dunfermline, and Guardbridge/St Andrews, Galashiels, Midlothian and the M8 corridor. West Edinburgh remains an area of significant strategic potential of national and regional importance and the ongoing collaborative West Edinburgh Study will inform strategy here.

The region has a competitive advantage of data driven innovation e.g. Building Information Modelling as the basis of a circular economy re-using building materials or the 70+ spin outs in central Edinburgh from the University's campus there. Several innovation hubs and new assets are coming on stream through City Region Deal funding. The Local Authorities and partners will work on how best to link them to strategic business clusters so that there is greater regional impact.

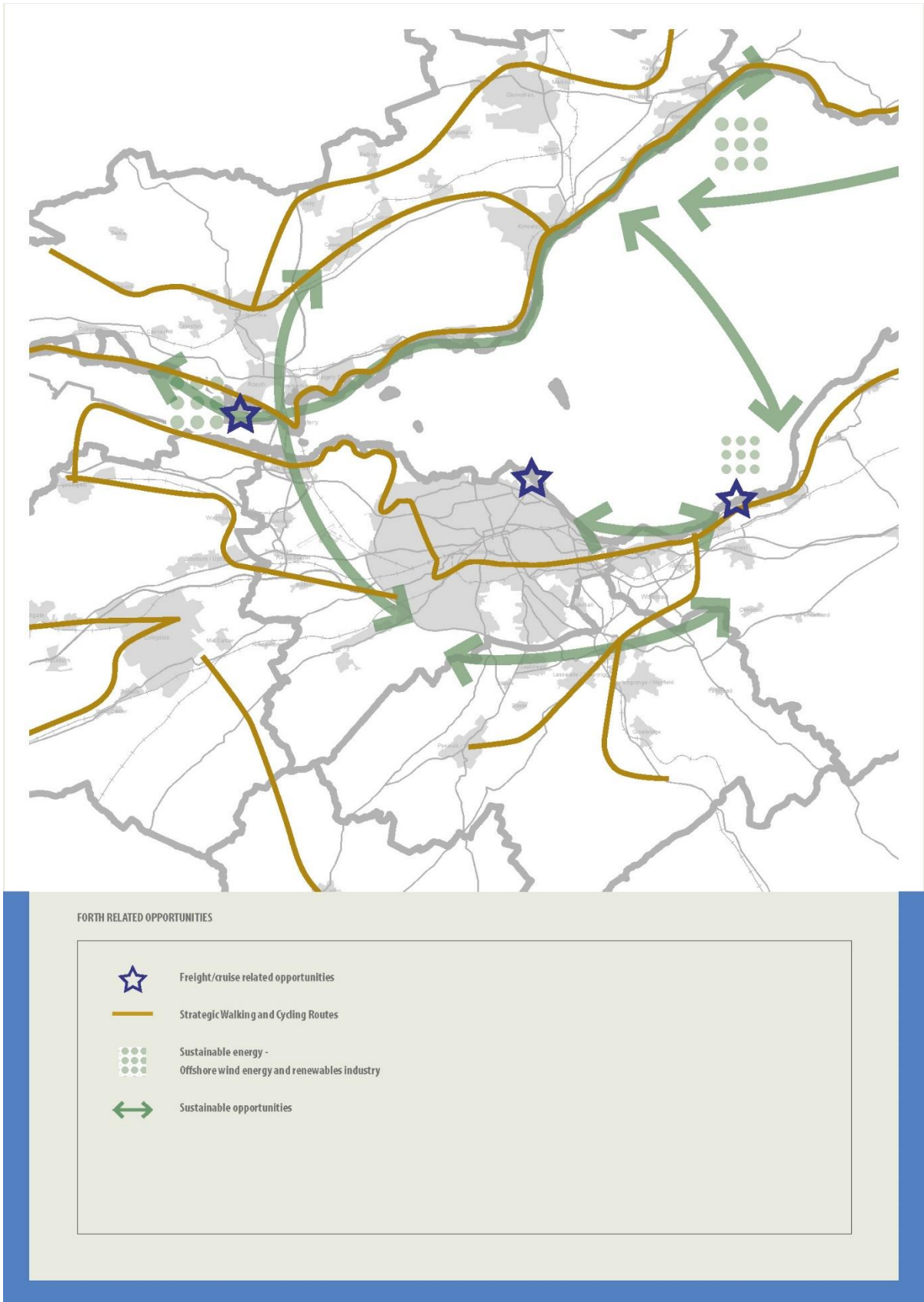
Support for investment along key transport corridors – M8, M9, M90 and existing rail corridors – is crucial to provide for economic development and growth in business clusters at Newbridge, Livingston, Winchburgh, Bathgate and Whitburn, and the M90 through Fife. Economic cluster linkages could be improved by cross boundary tram connectivity e.g. from Edinburgh Bioquarter to the Bush in Midlothian. In addition existing innovation projects will continue to be delivered at Queen Margaret University, Easter Bush, St Andrews, and Eden Campus Energy Centre, Guardbridge. Economic regeneration through low carbon development at Granton Waterfront will be led by City of Edinburgh Council.

Alongside this provision there will need to be flexibility to respond to business sectors which need flexible and co-located/connected industrial/business hubs. This post COVID-19 focus needs to recognise that large serviced and planning policy safeguarded estates may not meet all modern business requirements. Office use and related travel is likely to reduce because of the Covid pandemic but work related travel will still be significant and more sustainable modes of travel must be accessible if climate change targets are to be met, with transport emissions one of the top two impacts on air quality and CO2 emissions.

Not all parts of the region, such as Scottish Borders Council and Mid Fife, have shared the growth or productivity levels typical of other parts of the region. A fundamental strategic aim is to ensure that the economic benefits of the city region are distributed more effectively across the city region's more deprived urban communities and rural hinterland. The rural economy is also very important to the region and will be allowed to diversify in an appropriate manner with particular emphasis being of support in a post Brexit era. In rural areas, the authorities will support further appropriate agricultural diversification, which will be required as a counter to likely Brexit issues. Equally, there will be support for the promotion of tree planting and food production both as a rural industry and due to its positive contribution to tackling climate change. For Borders forestry opportunities may come through the SOSE / Borderlands funding opportunities, which will be developed in conjunction with Dumfries and Galloway Council, Carlisle City, Cumbria and Northumberland Councils. Tourism will be one key area that can be encouraged although the impact on local housing and community will need to be carefully managed.

The region's coastlines are underused and for this to change recognition and action needs to be included in NPF4. On the Forth, there are opportunities primarily at Leith, Rosyth and Burntisland to rebuild and support the resilience of sea freight, deliver associated economic development, which is

underpinned by port infrastructure and through development of cruise infrastructure, support the area as a destination. With this aim passenger/cruise opportunities will also be investigated at the former Cockenzie power station site. The Forth currently has no passenger services either on a local or national level and these require to be developed and implemented.



There are already recreational paths round most of the Forth in the form of the Fife Coastal Path, the Pilgrims Way and the John Muir Way and these must be maintained and extended in an appropriate

manner to provide community access to the coast. Renewable energy opportunities both onshore and offshore can contribute to climate change targets. Climate change will also bring the need to plan for sea level rises. Regional partnership can assist in the consideration of these opportunities, both through this strategy and the proposed regional partnership of the Upper Forth Valley.

Environmental Improvement

The region has a wide range of countryside, coast and urban green, blue networks, and high quality urban environments, important assets for both human health and the wider natural environment. The protection and enhancement of the natural environment is key to retaining the identity of the region. The quality of its urban realm requires to be enhanced through the implementation of a strong place based approach.

The coastline of south-east Scotland helps define the identity of the region and presents significant opportunities and challenges, particularly in relation to an expanding population and climate change. The coast itself is an important asset that supports globally important wildlife and is crucial in the context of climate change. The coast is also increasingly recognised for its value to human health and wellbeing. Consideration will be given to how a regional coastal strategy could assess, balance and plan for all of these issues, particularly in relation to climate change.

Addressing climate change needs general environmental improvement and protection, with green networks for travel and recreation to connect existing and new development as essential parts of any large-scale development. Green and blue networks and active travel links should support decarbonised public transport to ensure the effective connection of new neighbourhoods with adjoining communities, as well as learning and work opportunities and other commercial and public services. Particular focus is needed to ensure that deprived communities have equal access to high quality greenspace and connectivity.

As part of the post Covid 'Green Recovery', the significance of renewables, and the role of regions will increase. To achieve the net zero carbon nation (2045) targets, areas like the Scottish Borders will have a significant role in addressing the carbon challenge through programmes such as tree planting and peat land restoration. This will be carried out in a structured manner.

Proximity and access to green and blue spaces form an important part of the city regional spatial strategy.. Green and blue networks will be extended across the region, including as integral parts of new development. An urban green network will extend across and out from Edinburgh that will link with other networks across the south east. The delivery of the blue network will be assisted by the work of the Edinburgh and Lothian Strategic Drainage Partnership. These networks will provide routes for wildlife and sustainable travel whilst connecting existing assets of the Lammermuirs, the Pentlands and lowland river valleys. The River Leven Project will deliver significant benefits for communities, the environment and wellbeing and has the potential to stimulate economic growth. The role of the Central Scotland Forest and Green Networks requires to be reassessed and reinvigorated through NPF4 to ensure it has the ability to coordinate the delivery of strategic scale green indicatives. Opportunities such as the ClimateZone in East Lothian will be progressed with the dual aim of environmental improvement and the enhancement of the quality of surroundings for deprived communities. Pentland Hills Regional Park is co-managed by Edinburgh, Midlothian and West Lothian, located near to over half of the City region's population and through increased investment can provide for wellbeing benefits for residents and visitors.

Peatland forms a critical carbon sink; restoration of peatland therefore needs to be a regional priority. Afforestation in appropriate locations within river catchment area has the potential to contribute to water flow management.

Adaptable, a more resilient region [Tackling climate change, building design and conservation]

Tackling climate change

Whilst in this Strategy as a specific theme, the response to climate change will flow through all themes of national and local planning policy. Strong policies at a national level and the delivery of sustainable infrastructure are essential now to address sustainable movement, provide sustainable energy, contribute to net zero targets and promote inclusive growth. Without stronger policy in these areas the national climate targets will not be achieved.

The regions changing climate will bring challenges that will require more climate resilient communities. Particular challenges will be around the need to increase flood risk management and manage the impact of sea level rise. Frameworks like the Edinburgh Water Management Strategy will assist with this process. Also, addressing the biodiversity crisis, people's health and wellbeing and urban design need to be integral in climate change strategy as they are key factors in the success of the region's future development.

National and regional strategy must support investments to deliver net zero emissions through green transport infrastructure, local, regional and cross boundary heat and power networks, carbon capture and storage, energy generation and storage, and hydrogen. Building design must improve to address climate change and large-scale new developments must be in sustainable locations, have an energy efficient ethos and be adaptable to future uses.

Councils will, where appropriate and acceptable in planning terms, support the decarbonisation of the energy supply system. However, to make this a reality there needs to be much stronger policy in NPF4 or legislation to allow local authorities to require developments to contribute to net zero targets. To meet the Scottish Governments 2045 target, greater action is required now.

Existing renewable energy across the region can be enhanced by a wide range of as yet unused opportunities including sea water along the Forth Estuary and North Sea coast, mine water across much of the region, solar, and further offshore wind energy. These should be promoted and linked in with future investment and development. The necessary transition to a greener economy will be pursued in a 'just' manner to avoid further exacerbating rural inequality. It is vital to recognise the interrelationship between climate change and biodiversity/ecosystems loss and promote the prioritisation of biodiversity and net biodiversity gain. The development of offshore wind energy is supported however, careful consideration needs to be given to addressing the requirements for land-based infrastructure to support offshore wind energy.

Retrofitting existing housing stock to better energy efficiency standards, construction of low and zero carbon buildings, installation of district heating networks, new renewables technology, hydrogen and new EV technology, the circular economy, all create economic opportunities. The six South East Scotland Local Authorities will pursue the delivery of carbon neutral development at all scales of site but they will put particular emphasis on the delivery of carbon neutral new settlements and areas at locations such as the proposed national development at Blindwells and Granton Waterfront, and

creating opportunities around Fife Energy Park for hydrogen facilities and beyond to Burntisland and Longnnet which will advance low carbon technologies into mainstream development on a strategic scale. Overall, design and performance must be pushed up the agenda to enable poor layout, design or response to the landscape context of a proposal become primary reasons for refusing applications. The same should be true in terms of measures to address future climate.

Conservation

The pace and scale of housing growth across the city region is now visibly changing the appearance and character of many of our communities. Across the region the current protection for listed buildings, conservation areas, town centres, open spaces and green networks will continue. Conservation Areas will continue to be promoted and properly managed as the best examples of Scottish townscape that there are and that promote much of the tourism benefit for the country. However, stronger enforcement powers and funding are required by local authorities to deal with dereliction of listed buildings and to manage their maintenance.

Accessible Region [connectivity, infrastructure delivery, sustainable housing sites]

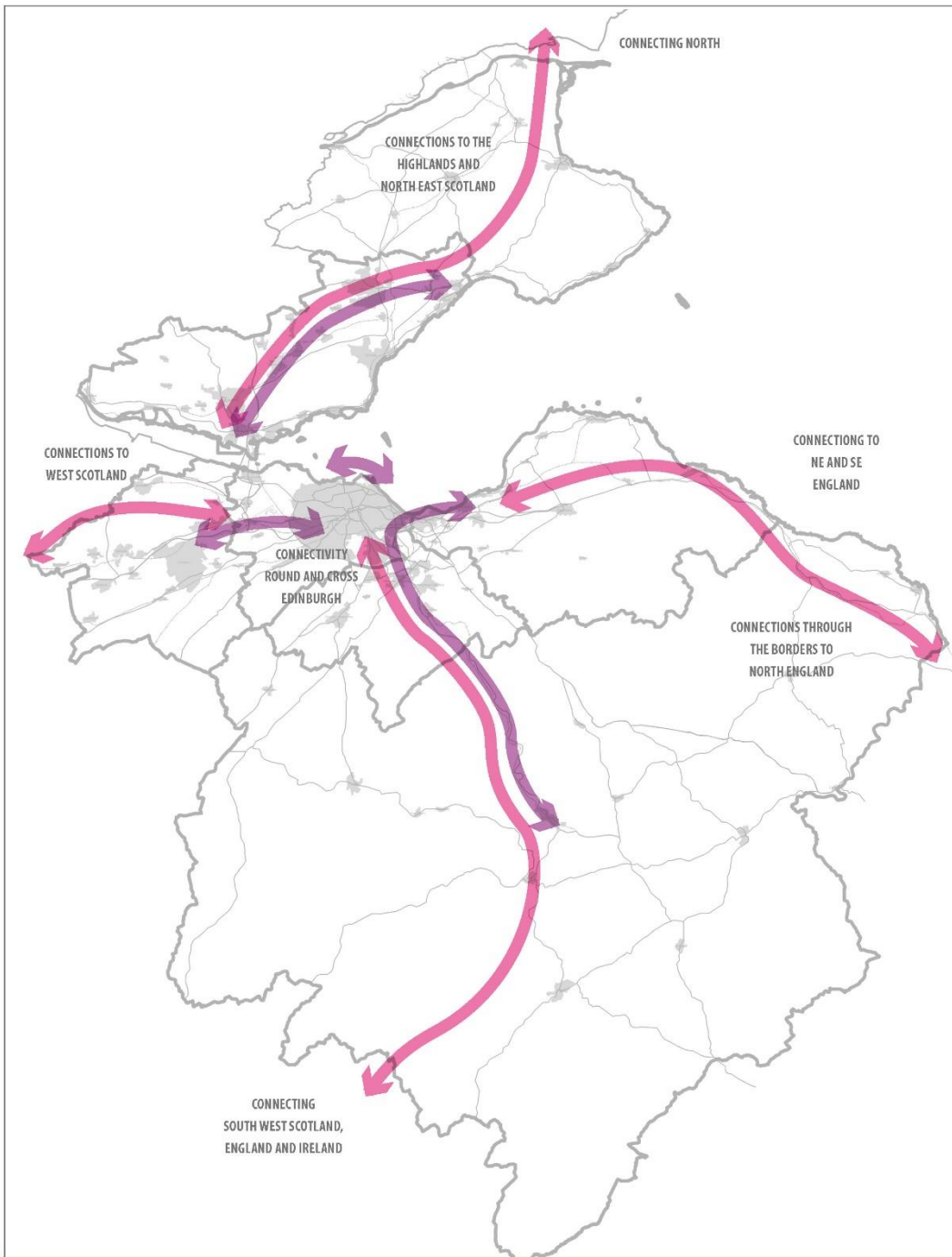
Connectivity

The Edinburgh Forth coast, the west of East Lothian and mid Fife/Levenmouth and parts of the Scottish Borders are particular cases with poor connectivity to the area's economy. Connectivity is both about transport infrastructure and strong connections between communities and settlements to ensure there are no barriers to participation. Addressing the challenges of the Covid crisis and climate change emergency needs a transformational approach to transport and travel - connecting people and places by sustainable strategic public transport and active travel corridors. Cross boundary deficiencies in connectivity and affordable public transport options can mean disconnection from work opportunities, including in more rural areas. To this aim the Local Authorities will actively engage with the STPR2 process and will expect it to align with the development of NPF4.



Better connectivity, physical and digital, and new infrastructure that allows sustainable movement is critical to success. This applies to both the urban and rural areas. Indeed, many rural parts of the region experience poor connectivity, putting them at a competitive disadvantage. Connecting infrastructure needs to be identified and delivered before new development sites are completed to give the best opportunity for sustainable habits to develop. In a post Covid19 "new normal" and in response to the climate change emergency this means regional public transport, an active travel commuter network and more sustainable use of road networks through EV infrastructure for public and private transport.

The strategy focus is twofold. Firstly, improve the linkages along existing major transport corridors to enhance connectivity beyond the region. Better direct public transport connections between the City Region and the south and southwest is needed to alleviate significantly higher unemployment in recent years. Connections west and south of Glasgow (including onwards to Ireland) involve changing in central Glasgow adding to journey time or at Carlisle for the southwest. An extended Borders railway line and a link to the West Coast Main Line would create stronger links with Dumfries and Galloway across east and west of South Scotland and to Ireland as well as the more urbanised northern parts of the region. Improvements to the East Coast Main Line, including the delivery of East Linton and Reston Station, will improve accessibility around the region and to the North, Midlands and South

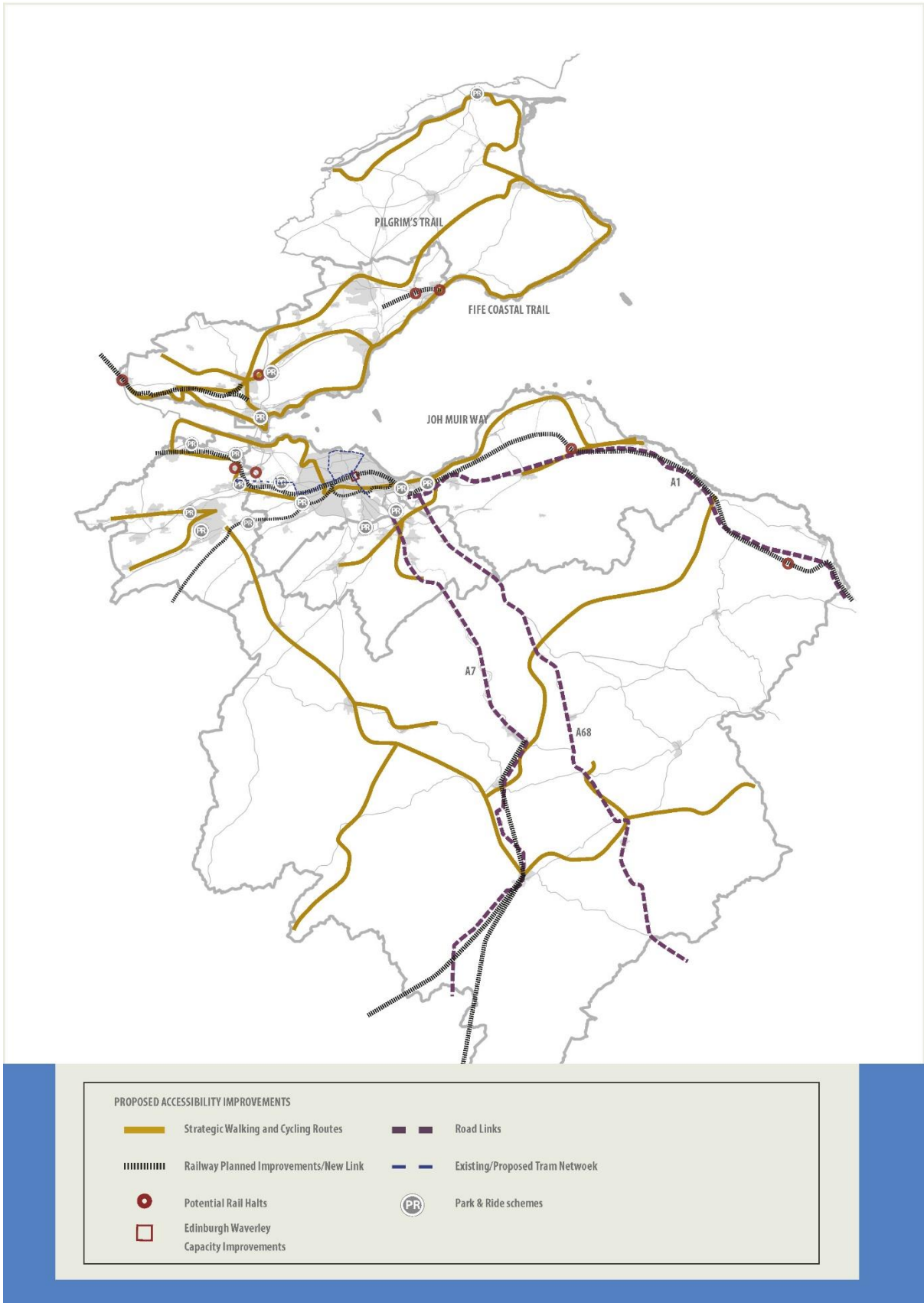
of England and onwards to Europe while also addressing local line congestion issues. Working alongside existing East Coast Mainline stops such as Dunbar, a new Edinburgh to Berwick service could also more local connections to the North of England.



EXISTING REGIONAL CONNECTIVITY

-  Challenges to Inclusive Growth – SIMD etc relating to key growth corridors
-  Corridors requiring sustainable mobility

Connectivity to major regional Cities in England from Edinburgh and the wider region is limited and the East Coast Mainline needs better connections with the north and Midlands of England and onwards to Europe and the potential for a direct connection between the Edinburgh City Region and Channel Tunnel via Ebbsfleet to avoid London connections should be promoted. Sustainable public transport development in heavy rail including Waverley and Haymarket Stations capacity, the 'Chord' proposed link with Kirkliston with a potential station, potential 4 tracking of the East Coast Main Line and High Speed Rail would facilitate sustainability and capacity in regional settlements and beyond. Additionally, rail investment would allow for greater connectivity in and beyond the city region, including the regions of England and to Europe and to Ireland. The Alloa-Dunfermline rail line will open up the Fife Circle to wider connections with access to Rosyth Port and opportunities to reopen a direct rail link via Kinross would improve connectivity in Fife and northwards and link to significant growth in south Fife. The regeneration benefits of existing, underused rail infrastructure linking to redevelopment at Leith and Seafield should be part of an integrated investment strategy. Four tracking of the East Coast Main Line and High Speed Rail requires to be pursued.



Sea connectivity is a very sustainable travel option which is currently very under utilised in a commercial and leisure sense. Sea connections to the rest of the UK and beyond are important and

needs to be developed further. Opportunities for freight and leisure facilities at Leith, Rosyth and Burntisland, as well as the potential for Cruise facilities at Cockenzie require to be explored. Travel across the Forth needs to be improved with routes made available between Fife and East Lothian.

Secondly, enhance the inter region links. Infrastructure investment is essential in both urban and rural areas to ensure that locations such as northeast Fife the Scottish Borders are part of an 'inclusive City Region economy'. Key infrastructure links between deprived areas to the wider region are already planned. Improved connectivity within the region is vital, including North-South transport links such as the full dualling of the A1, A68 and A7 Trunk Road networks. Improved linkages to the North east of England can bring a great deal of economic opportunity. Cross border liaison with proposals in Northern England is essential to ensure coordinated action. East-West links which are currently poor will also require significant investment. The spatial strategy addresses the impact of over a decade of economic austerity with the commitment to the reopen the Levenmouth Rail line, the likely undertaking of the partial electrification of the rail network between Dunfermline and Alloa and the provision of new rail stations in areas such as East Linton and Winchburgh. The extension to the tram network and routes around Edinburgh and major improvements to the West of the City along the M8 and M9 corridors, through new stations and sustainable transport routes and the improvements to rail infrastructure to the East that will increase the level of local services.

The Edinburgh City bypass and its key linkages require a comprehensive solution to address the severe congestion that the area experiences. Although not the focus of climate policy, efficiency in roads is required to be addressed, both around the Edinburgh City Bypass. Implementing existing commitments including the new Sheriffhall junction, the A701 relief road and associated A702 link/active travel improvements and the A7 urbanisation project contribute towards this objective although they must be part of an overall zero carbon vehicle use strategy for the area.

Faster and more efficient bus services in and out of the City from areas like East Lothian would provide a sustainable travel option. Such a move would be supported by the planned moves towards transport interchanges / hubs around Edinburgh, coupled with the increasing uptake and potential of e-bikes, demonstrate that delivery of cross-boundary active travel routes should be planned for if opportunities for modal shift and more sustainable lifestyles are to be fully exploited.

These projects should be supplemented by the delivery of the Edinburgh City orbital bus route, extending the Edinburgh tram network to areas adjacent to Edinburgh, including South Fife and identifying new Park and Ride opportunities. The upscaling of electric vehicle charging infrastructure across the region will support the transition to zero carbon vehicle use.

Infrastructure Delivery

Timely delivery of infrastructure will be key to successful delivery of NPF4 and any regional strategy. Local Development Plans and new development sites need to plan for and identify this connecting infrastructure and have confidence over its delivery before the sites are completed in order to give the best opportunity for sustainable habits to develop. Achieving sustainable growth must be linked to investment in, and realistic programming of, the required infrastructure, facilities and services to support development – a sustainable infrastructure first approach. Such a change will require greater collaboration and partnership between providers, Government, local authorities and the development sector. This could include the development and use of more innovative finance initiatives and extending the City Growth Deal model.

Digital Access

The shift to digital infrastructure will also help with both climate change mitigation and adaptation. The experience of Covid 19 impacts and restrictions have rapidly enhanced the ability for people in some sectors of the economy to work remotely and reduce travel. Major investment in digital connectivity must become a key focus to increase regional and countrywide resilience to maximise the potential benefits of new ways of working. The rural areas which continue to experience poor digital connectivity will be a focus for investment in broadband infrastructure to ensure the increase viability of rural businesses and sustaining dispersed homeworking to reduce commuting.

Critically, there are still significant deficiencies in mobile and internet networks in the area and across the South of Scotland and parts of Fife which recent investment programmes have not adequately addressed. The potential for greater commercial benefits and home working to compete with urban areas can only be realised through investment to unlock the area's economic potential.

Sustainable Housing Sites

Local authorities will aim to ensure that there is a sufficient supply of housing land to meet the housing land requirements/targets as to be set out in NPF4. Within the region policy will continue to promote the presumption in favour of brownfield development and minimum levels of density appropriate to urban and edge of urban sites, to promote better public transport and active travel provision and more sustainable neighbourhoods where the density supports a level of local services, public transport and employment opportunities. Community resilience and sustainability needs to be planned for in this way.

The six South East Scotland Local Authorities will ensure that Planning is aligned with other regimes, including Local Housing Strategies and Health and Social Care Strategic Plans. Planning must be closely linked to Housing to 2040 and the Scottish Government's ambitions for the housing system. To enable this approach, it must also be reflected in planning policy, guidance, decisions and actions to ensure climate change mitigation through low carbon place making

However, there is also the need to develop a new approach to the calculation of required housing delivery through an effective provision of land, as an essential part of its vision for how economic renewal should be distributed across the region. This is not to avoid the need to deliver housing but to allow the planning system to focus on the delivery of high quality development and places.

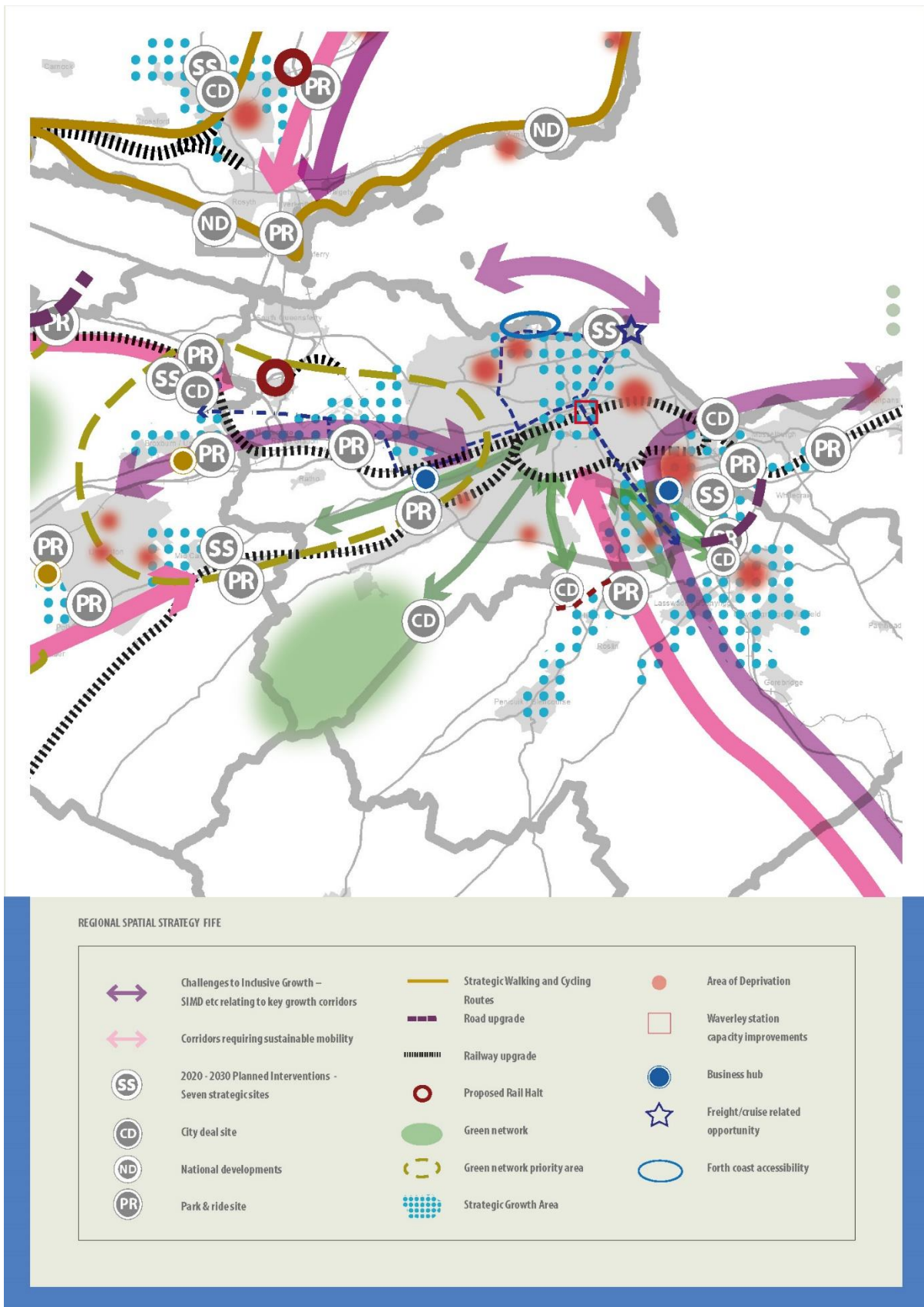
The seven strategic sites and significant brownfield sites are major opportunities to contribute to national and regional growth and should be exemplars in design and place making. This requires appropriate funding mechanisms to ensure that the opportunities for delivery are matched by quality of outcomes.

It is important to recognise that areas of South East Scotland located in close proximity to Edinburgh experience very different rural pressures from some of those in the south of the region. Countryside areas within an hour's drive time of the city, are under significant development pressure and do not need repopulated. Restraint towards housing development will continue to be implemented in these areas, whilst growth should be focused around key sustainable transport locations such as Borders railway stations.

The needs of the rural areas are diverse and this strategy recognises that further away from the city, housing is a key driver of the economy and provides a key part of our social and physical infrastructure. In recent years investment in affordable housing has been particularly important in meeting needs of differing sectors of communities across the city region. It is critical to deliver high

quality housing in the right locations, maximising the benefits of investment from both the public and private sectors.

Focus on the City



Edinburgh is the centre of the city region, providing significant opportunities for employment, higher education and leisure dependent on good connectivity. The city is home to 10% of the Scottish population. In recent years there has been infrastructure investment in central Scotland's heavy rail network, increasing capacity; the first line of the city region tram network and also in active travel. Given the accelerating climate change challenge and requirement for sustainable renewal there is a need for significant ongoing infrastructure investment improving connectivity within the city and city region as part of a coordinated regional and national sustainable growth and change strategy.

Edinburgh has approved commitments to build a minimum of 20,000 affordable homes by 2027, to be carbon neutral by 2030 and for inclusive good growth. The increasingly urgent national and local commitments to address climate change, housing need, inclusive growth and health and wellbeing need planning and transport strategies which deliver the potential for active travel and public transport interventions to support local and national objectives.

Edinburgh and the region must focus on development which enables carbon neutral targets to be reached, building neighbourhoods, promoting brownfield development, higher densities and mixed uses with high amenity green spaces in locations where good public transport and active travel connections can be made and used to ensure need to travel and travel distances are minimised. Transport based development corridors may provide opportunities where needed.

Edinburgh's role in the regional and national economy in providing jobs means it experiences high levels of in-commuting (60,000 in bound car journeys daily). To address congestion, air quality and carbon impacts, investment in decarbonised public transport systems is a priority to promote non car based travel behaviours. The scale of investment to support rail capacity), tram network, bus transit and active travel interventions across the region to support national and regional carbon neutral commitments is significant. The wider area impacts of travel as a result of nationally significant city and region economic growth need to capture the objectives of the National Transport Strategy and STPR2 as requiring national as well as regional and local action.

Mass rapid transit by tram or guided bus through north/south Edinburgh with cross boundary regional links to east, south and west would offer sustainable links to reduce car commuting. This expanding regional network requires to connect key development sites within the city, such as the Waterfront (both at Granton and Seafield) and the Bio Quarter / regional hospitals and for West Edinburgh, providing connectivity within the city and the city region to harness their full potential to provide necessary homes and nationally significant employment opportunities. A wider review of transport options and how these could contribute to the nationally significant contribution of Edinburgh to inclusive growth, carbon reduction and sustainability is listed below.

Green infrastructure needs to be a policy objective in terms of design as well as overall green network and as part of travel and flood risk management options. The latter will require a coordinated approach with other public agencies including Scottish Water. Through increasing rainfall intensity alluvial flooding is an issue which will require to be dealt with through changes to place based attenuation which will require to form a citywide strategy and will require investment.

South East Scotland partners have developed an ambitious regional housing programme, which aims to increase the supply of homes across all tenures, to deliver vibrant and sustainable communities across the region. Taking a place-based approach across infrastructure, land, finance, innovation and skills, it seeks to accelerate the delivery of affordable housing, the seven regional strategic sites and incorporate innovation in construction.

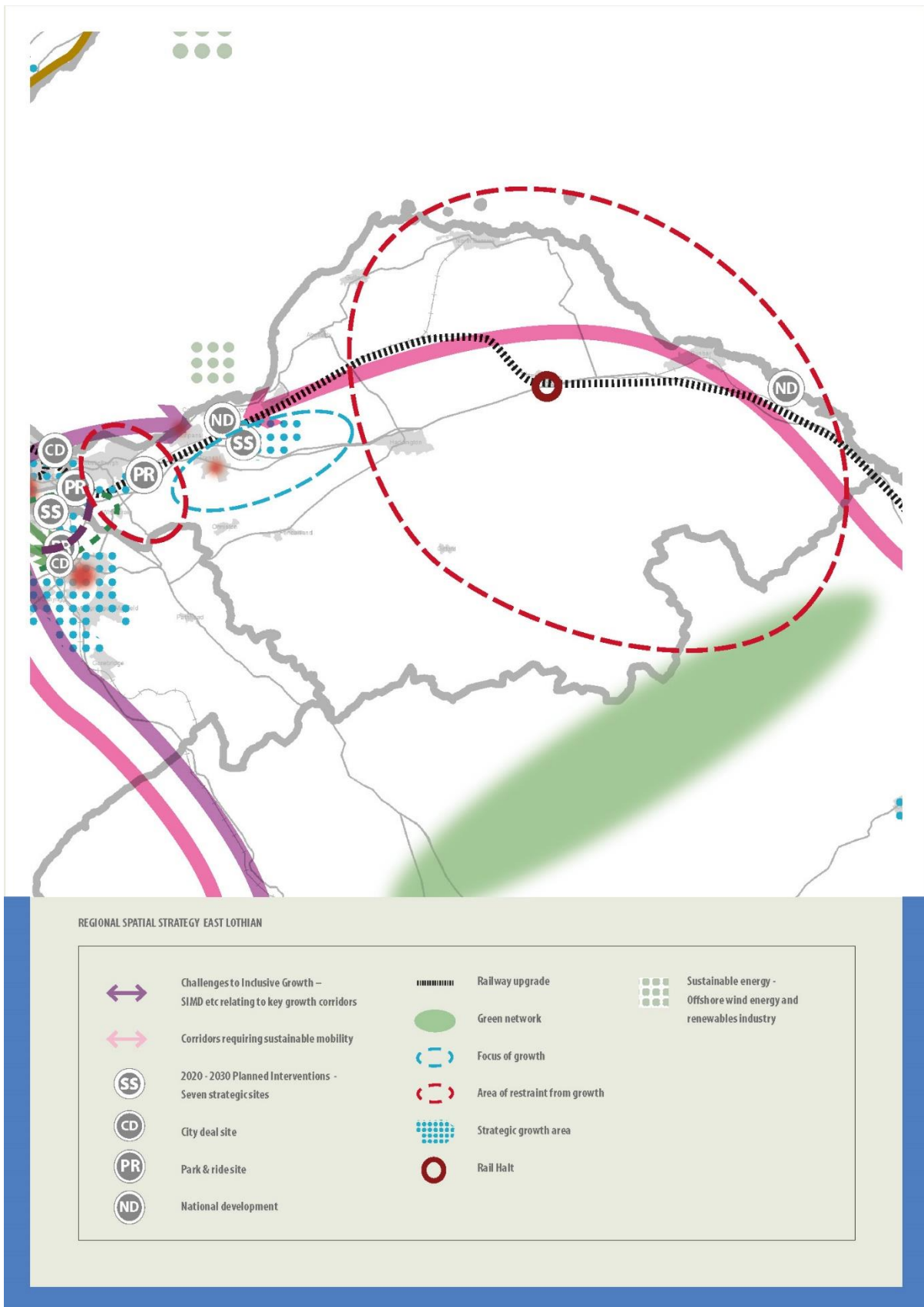
There are significant brownfield development opportunities within the city bypass which can contribute towards sustainable long-term regional growth. A strategic spatial approach for sites which are in public sector ownership, working across national and local public sector agencies to maximise the strategic benefits of their development to the city and city region needs to be encouraged. A coordinated development approach can address affordable housing (including for key workers), provide mixed use communities with integrated facilities and employment opportunities.

Edinburgh's spatial strategy focuses on harnessing the economic and social potential of improved connectivity. Brownfield sites of regional and national significance will be promoted through the next City local development. These will require infrastructure to support them and ensure they are well connected and zero carbon. Coordinated regional and national infrastructure investment in the heart of the city region can enable the above to be delivered, with other significant public health benefits resulting, for national objectives on physical and mental health and wellbeing.

The coastal path linked to development at the waterfront with significant areas of open space also offers opportunity for city regional recreation. These key development sites are physically linked to neighbouring authorities.

The Green Belt forms an important part of the spatial strategy for Edinburgh and the city's relationship to the surrounding countryside. In addition to recreational benefits, prime agricultural land has strategic importance for sustainable local food production. At a micro level the importance of food growing within place making is acknowledged and incorporated into citywide strategies for green spaces.

Focus on the East



Key strategic priorities for East Lothian are to the west of the County around strategic sites at Blindwells and Cockenzie and the ClimatEvolution Zone as an opportunity to genuinely address national climate change targets and to place Scotland as a world leader in developing net zero carbon places.

A one of the seven strategic housing sites in the region, the Blindwells Development Area and former Cockenzie Power Station site are together some 625 hectares of mostly brownfield land. Over a 30 year period, these strategic projects can enable significant new employment and economic development opportunities, including a new regional town centre. There is significant potential enable this long term development opportunity in a sustainable, inclusive, healthy and low carbon way.

Circumstances have changed in relation to the former Cockenzie Power Station and there is a need to recognise the wider opportunities and multiple benefits that a more flexible approach to the delivery of employment generating uses on the site and not just focus on energy and related development.

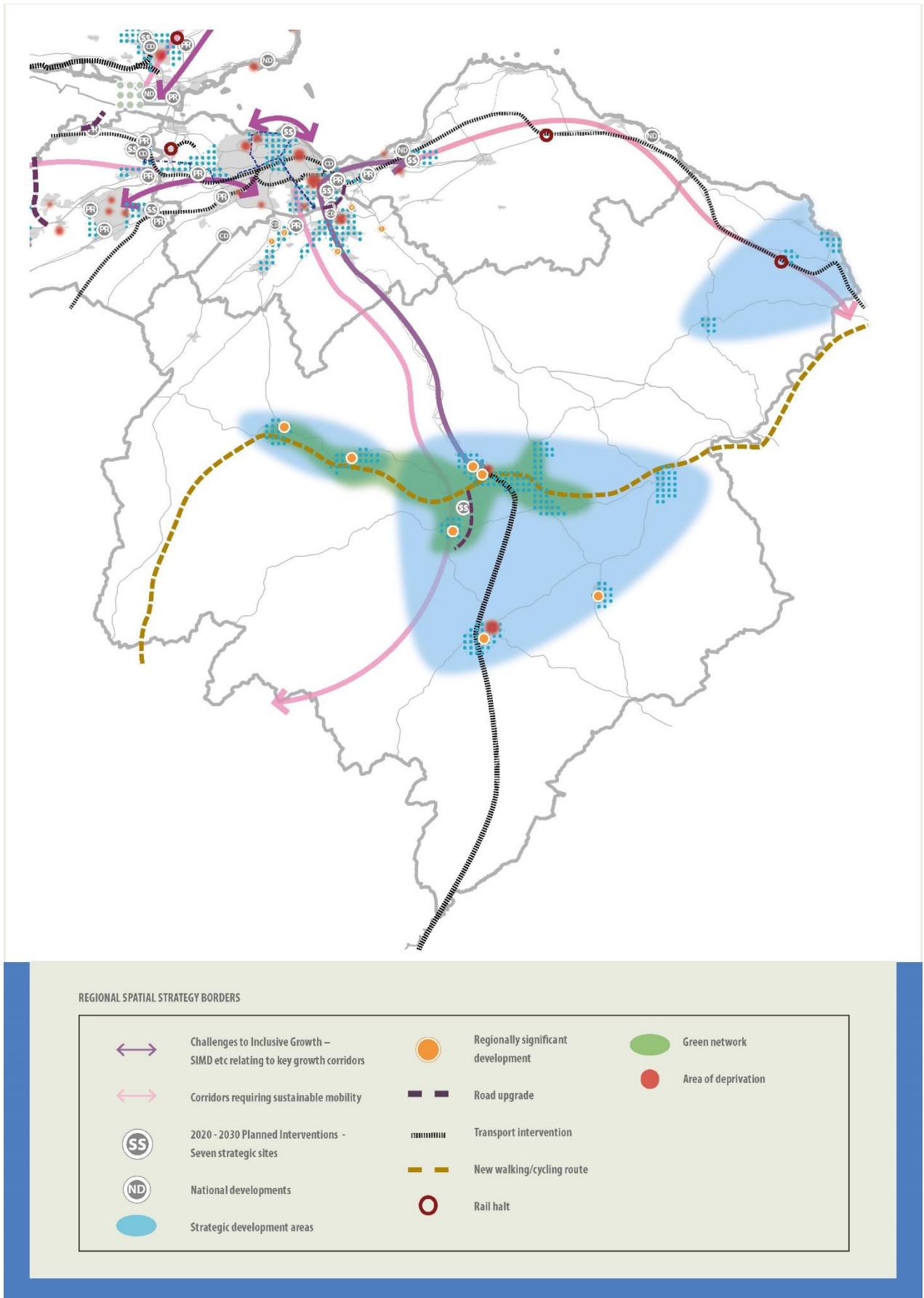
Future housing development will be focused within parts of the west of the County around Blindwells. This is due to the land availability and the sustainable opportunities to link in with travel routes to and from the City. Conversely, restraint to growth will be shown to the far west and east of the county where large scale development has recently taken place. Here existing infrastructure and settlement patterns have been altered at a fast pace and there are few options for the expansion of some infrastructure.

Torness nuclear power station, scheduled to close in 2032, has a major role in the country's energy supply. The Council supports its continued presence and potential for redevelopment, and notes the particular challenges and opportunities that will arise from decommissioning, including its deep-water access. It is important to recognise the key role this site plays in the local economy and the need to have a 'just transition' around any changes proposed.

Torness also provides a grid connection, with another grid connection nearby further inland to serve Crystal Rig Wind Farm. Clearly, the maritime setting off the coast of East Lothian is of increasing national importance for offshore energy generation, and the Council would welcome a national approach through the NPF to addressing the requirements for land based infrastructure to support offshore wind energy whilst considering cumulative seascape and landscape impacts.

One of East Lothian's assets are large areas of prime agricultural land including a good proportion of the very best soils in Scotland. With the need to improve food security and encourage more local production there needs to be greater protection of this resource through the direction of future development across the region to brownfield land.

Focus on the South



Key strategic interventions in Scottish Borders will be delivered through interaction of a range of initiatives including the Edinburgh and South East Scotland City Deal, the Borderlands Deal and the evolving iRSS for Southern Scotland with Dumfries & Galloway Council. Participation in the South of Scotland Regional Economic Partnership and the work of the South of Scotland Enterprise Agency is also be critical to the delivery of inclusive economic growth, sustainable development and addressing existing economic fragility.

There are three identified growth zones in the Borders based around central Borders (incorporating Galashiels, Hawick, Selkirk, Jedburgh, Kelso, Earlston), Eastern Borders (Duns, Eyemouth) and western Borders (Peebles, Walkerburn, Innerleithen), which are the principal areas of search for growth, investment, redevelopment and regeneration.

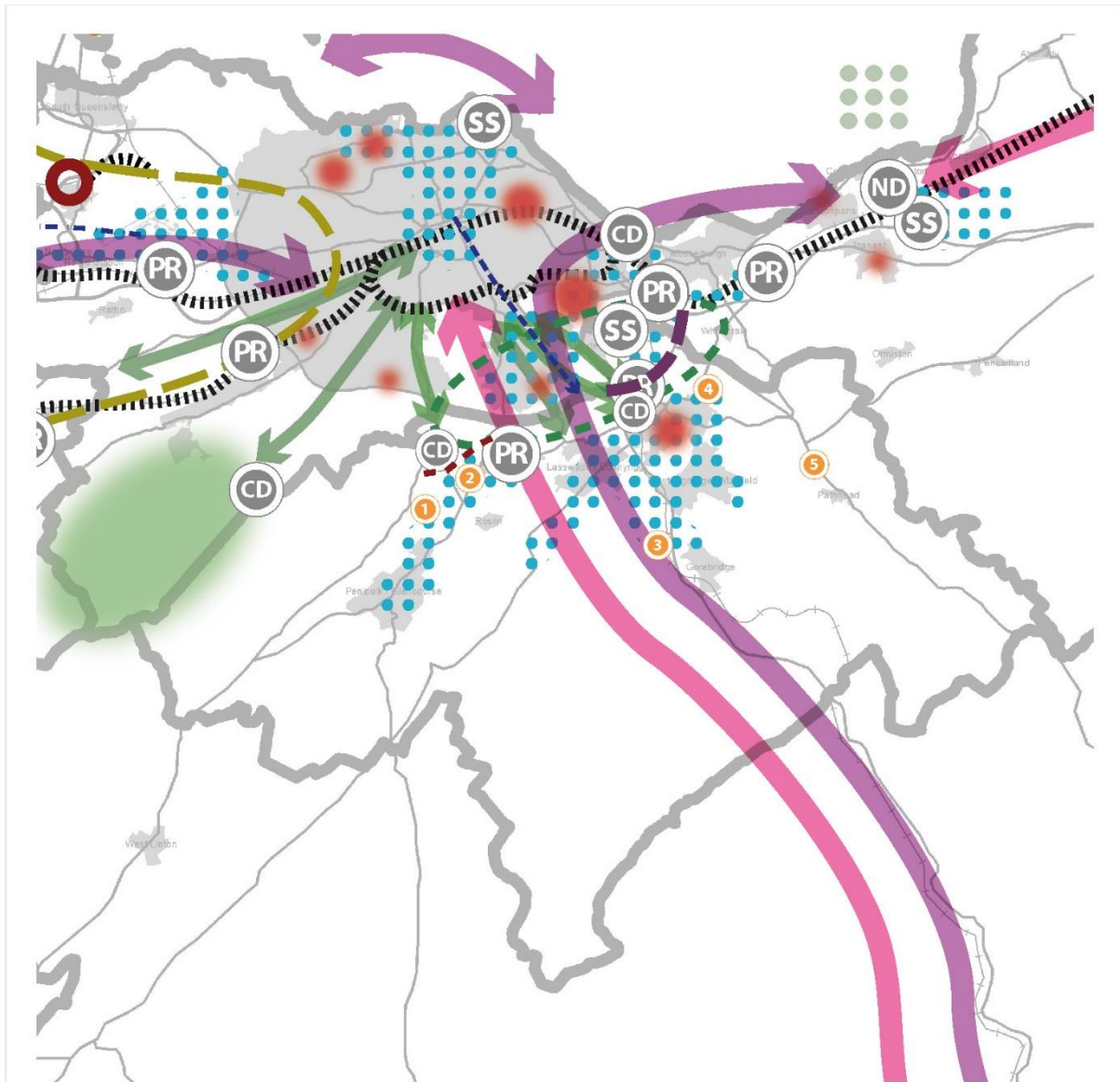
Regionally significant development in the central Borders is linked to the existing railhead at Tweedbank, with the development of the Tweedbank Business Park and a mixed-use expansion of the settlement, plus the potential for the extension of the Borders Rail to Hawick and Carlisle. In the eastern Borders, it relates to the proposed new station at Reston. In the western Borders, this involves the development of the Mountain Biking Innovation Centre in Innerleithen. A significant cross Borders project is Destination Tweed a new National Walking/Cycling route that follows the route of the Tweed from source to sea.

Critically, there are still significant deficiencies in mobile and internet networks in the area and across the South of Scotland which recent investment programmes have not adequately addressed. The potential for greater commercial benefits and home based working to compete with urban areas can only be realised through investment to unlock the area's economic potential.

The strategy promotes a place-based approach to our communities and the repurposing of town centres, moving away from retail and recognising the importance of the integrated service provision including education and community uses as well as supporting the Health and Social Care agenda. Town centre regeneration is promoted through various tools including BID's, CARS schemes and projects such as the Great Tapestry of Scotland in Galashiels.

The Scottish Borders benefits from a high quality natural, built and cultural heritage, the sensitive stewardship of which assists economic and social vitality. The Scottish Borders has a vital role to play in national and regional action in response to Climate Change, reflecting its capacity for renewable energy production and woodland creation.

Focus on the Centre – Midlothian



REGIONAL SPATIAL STRATEGY MIDLOTHIAN

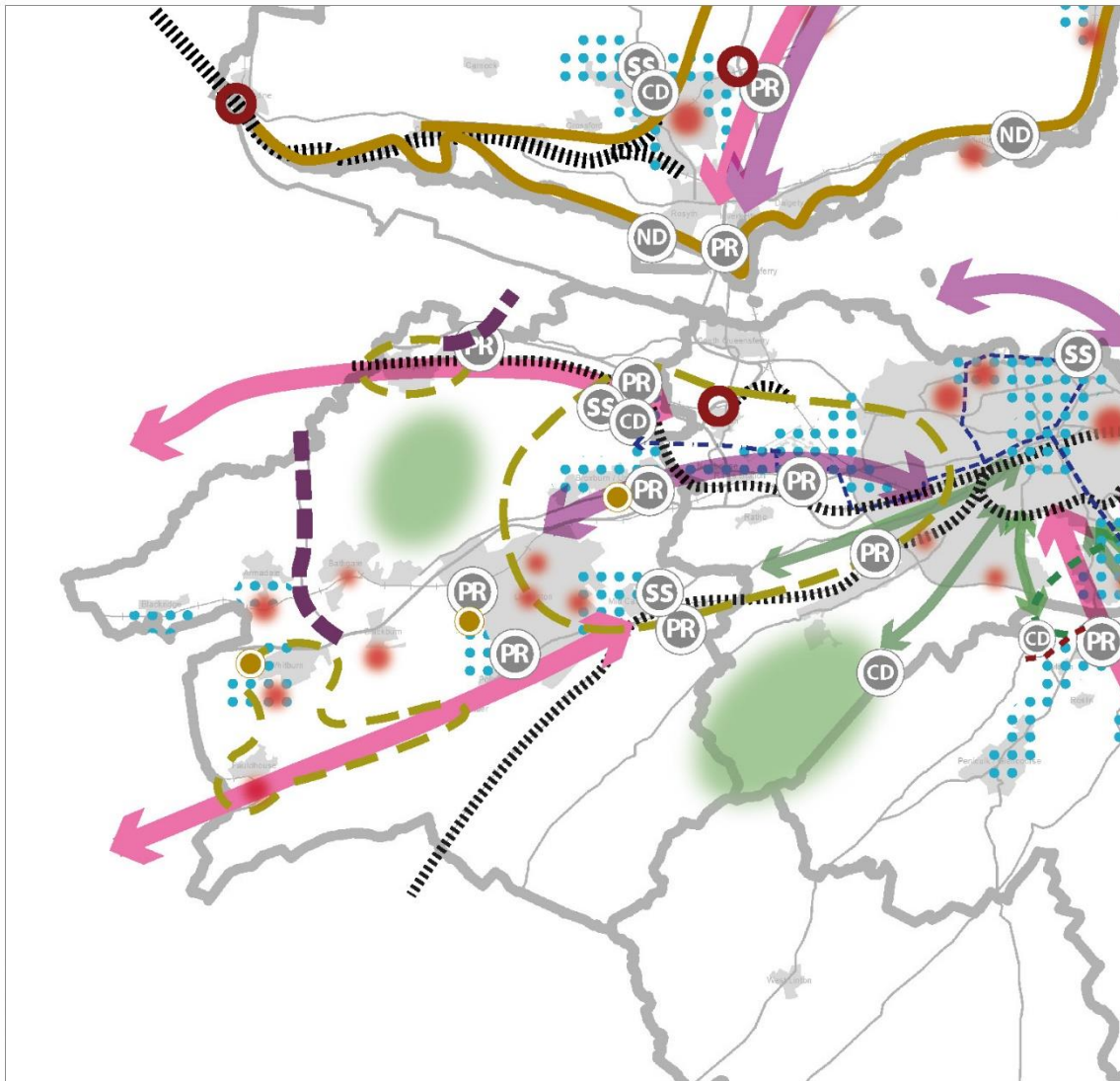
	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors		Road upgrade		Strategic Growth Area
	Corridors requiring sustainable mobility		Railway upgrade		Area of Deprivation
	2020 - 2030 Planned Interventions - Seven strategic sites		Active travel improvement		Regionally significant developments -
	City deal site		Green network	1. Midlothian science zone	
	National Developments		Green network priority area	2. West Stralton/ Midlothian gateway	
	Park & ride site		Cross boundary green network development	3. A7 urbanisation	
				4. Salter's Park	
				5. A68 dualling	

To ensure Midlothian benefits from, and contributes to, the shared prosperity of the region it is important to maintain the identity of Midlothian by supporting and promoting its existing town centres while also seeing key development sites of regional significance being delivered. In particular; the Shawfair new settlement which will comprise over 5,000 new homes, a town centre, 70 hectares of employment allocations, a railway station on the Borders Rail line, renewable energy projects and new schools and community facilities.

In addition it is essential to have the continued development of the Midlothian Science Zone (The biotechnology campus at the Bush); the 60 hectare 'Midlothian Gateway' employment site at West Straiton (which it is hoped will incorporate a new arena to service the south east of Scotland and beyond) and the Salters Park employment site (which it is hoped will incorporate a new film and television studio).

To help, to maintain the character of the area action will be taken to reinforce the green belt and expand cross boundary green network opportunities along the A720 City Bypass between Straiton, Lasswade, Gilmerton and Sheriffhall junctions to mitigate impacts of new development either side of the City bypass.

Focus on the West



REGIONAL SPATIAL STRATEGY WEST LOTHIAN

	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors		Road upgrade
	Corridors requiring sustainable mobility		Railway upgrade
	2020 - 2030 Planned Interventions - Seven strategic sites		Green network
	City deal site		Green network priority area
	National development		Strategic Growth Area
	Park & ride site		Significant business cluster

In West Lothian the spatial strategy is focused on strategic growth corridors along key transport routes – M8, M9 (Winchburgh) and rail corridors (Linlithgow/Bathgate/Livingston South lines to Glasgow and Edinburgh). This allows for containment and promotion of the urbanised area to deliver the core development areas/strategic allocations at East Broxburn/Winchburgh, Armadale, Livingston and Almond Valley (Calderwood, Gavieside and Mossend) and Heartlands.

Enhanced public transport including rail enhancement, the provision of a new rail station at Winchburgh, park & ride facilities at key transport hubs at Broxburn/Uphall and active travel routes across West Lothian will promote sustainable access to local facilities.

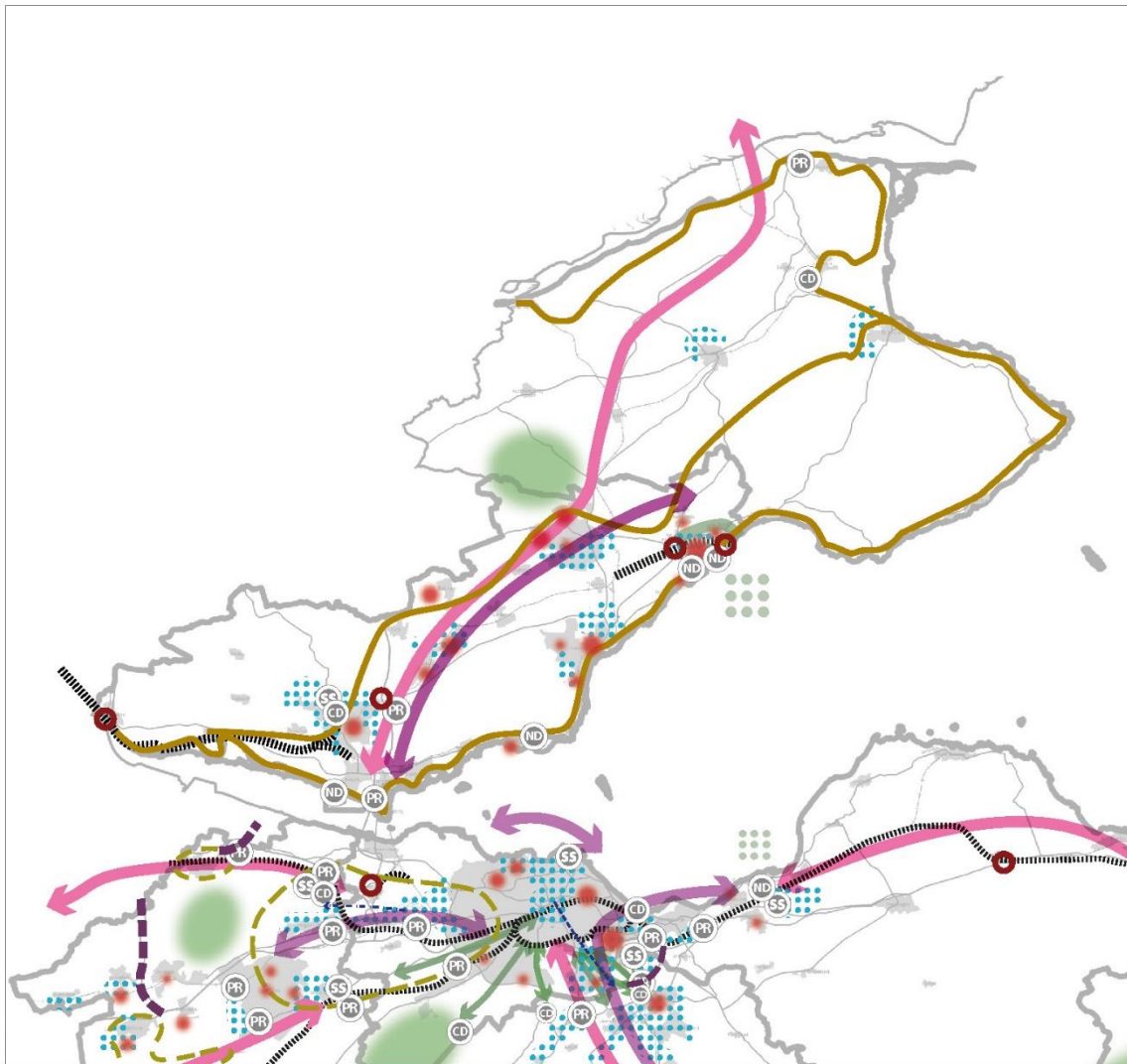
This includes provision of strategic walking and cycling routes within and through the district and key active travel routes identified in the Council's Active Travel and Core Path Plans.

To further promote sustainable transport and connectivity, opportunities to extend the tram line into West Lothian will be kept under review. Improvements to the A801 and M9 junction 3 upgrade will further assist with economic growth and connectivity.

Livingston will continue in its role as a strategic town centre providing a mix of retail, residential, leisure and commercial uses whilst promoting the 5 traditional town centres – Armadale, Bathgate, Linlithgow, Whitburn, Broxburn to continue to thrive as town centres.

Delivery of the Polkemmet and Breich Water Green Network priority area, Linlithgow and west Edinburgh together with the protection of the sensitive landscapes in the Pentlands and Bathgate Hills and enhancement of the landscape character at and around settlement gateways.

Focus on the North



REGIONAL SPATIAL STRATEGY FIVE

	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors		Strategic Walking and Cycling Routes		Area of Deprivation
	Corridors requiring sustainable mobility		Road upgrade		Sustainable energy - Offshore wind energy and renewables in industry
	2020 - 2030 Planned Interventions - Seven strategic sites		Railway upgrade		Proposed Rail Halt
	City deal site		Green network		Green network priority area
	National developments		Strategic Growth Area		
	Park & ridesite				

Fife's strategic position stretching between three of Scotland's cities from Edinburgh north to Dundee and west to Stirling with a long coastline and strategic transport routes provides excellent opportunities for investment to strengthen Fife's communities and economy.

Ongoing planned strategic growth of Dunfermline is the largest of the City Region's development areas, with levels of strategic infrastructure investment highest outwith a Scottish city. Fife will build on this strong growth around Dunfermline and the Forth bridgehead area through further development across the former Fife coalfield communities, Kirkcaldy, Glenrothes, and through to Levenmouth to regenerate communities and strengthen town centres.

St Andrews strategic growth area will deliver a mixed use development within a high quality environment. The Eden Campus Energy Centre, and associated research and commercialisation hub at Guardbridge is central to the University of St Andrews' strategic drive to become the UK's first energy carbon neutral university. Strategic growth is also proposed at Cupar North. Opportunities in more rural areas to the west and east for low carbon, renewable energy, and food production need to be considered further. The River Leven Project is significant in its scale with transformational opportunities, and SGN's H100 Fife project is seeking to deliver a 'first of a kind' demonstration of a 100% hydrogen network to supply 300 customers in the area of Levenmouth; this will comprise of an end to end system from power generation, distribution, to customer connections and requires to be reflected in NPF4 as a national development.

Continuing to facilitate the long term planned growth of Fife's strategic growth areas remains a focus to provide over 21,000 new homes with mixed business and commercial development. This requires public sector collaboration, Government investment and partnership working with the private sector to achieve investment in physical and community infrastructure such as transportation, water and drainage and education to support committed development and attract further private and public investment, and in digital infrastructure to enable data driven innovation, diversify the economic base, and create employment opportunities in areas in challenging economic circumstances.

Growth clusters at the Forth bridgehead, mid- and east Fife include opportunities for renewable energy innovation, hydrogen, and district heating which can contribute to a green economic recovery. Each are also set to benefit from significant capital investment in new rail links and road enhancement to establish strategic economic links to Clackmannanshire/Forth Valley and Dundee, and energy network investment at the University of St Andrews' Eden Campus.

In west Fife, the Port of Rosyth can enhance import and export infrastructure, linked by improved road and rail corridors including freight rail access via the Fife Circle. On the M90 regional growth/investment zones have the potential to strengthen Fife's outdoor leisure and tourism opportunities and further economic development potential, as well as A92 corridor. Further opportunities for sea transportation (freight and leisure) on the Forth and Fife coast as part of Scotland's east coast connectivity requires to be part of NPF4's strategy.

As we look to a green economic recovery, the strategy includes exploring the potential for a more sustainable, resilient logistics and distribution network considering experiences in that area during the Coronavirus pandemic. Fife's Sustainable Energy and Climate Action Plan (2020-30) demands changes to land use to decarbonise how we live and increase the resilience of Fife's communities and economy. Funding from across the public sector will be required to deliver this.

1st October 2020

Agenda Item No. 6

Scottish Planning Policy and Housing Technical Consultation

Report by: Pam Ewen, Head of Planning, Planning Services

Wards Affected: All of Fife

Purpose

The purpose of the report is to enable Members to consider the Scottish Government's proposed policy amendments to the Scottish Planning Policy (SPP) (2014) to clarify specific parts of the SPP that relate to planning for housing, allowing a Fife Council response to contribute to the final interim changes to the SPP.

Recommendations

It is recommended that Committee:

1. Considers the Scottish Government Technical Consultation on Scottish Planning Policy and Housing: Proposed Policy Amendments and agrees Fife Council's draft response to the Scottish Government Technical Consultation on Scottish Planning Policy and Housing: Proposed Policy Amendments as outlined in Appendix 1;
2. Provides any additional comments/amendments for inclusion in the draft Scottish Planning Policy and Housing: Proposed Policy Amendments consultation response; and
3. Delegates the Head of Planning, in consultation with the Convenor/Vice-Convenor, to submit the finalised Fife Council response to *Scottish Planning Policy and Housing: Proposed Policy Amendments* by the Scottish Government deadline of 9th October 2020.

Resource Implications

There are no resource implications for the Council linked to the consultation response other than officer time.

Legal & Risk Implications

There is potential for a legal challenge to the Council (as planning authority) on decisions regarding housing land supply. However, this is managed by adopting an approach consistent with national legislation and guidance while reflecting local circumstances.

Impact Assessment

An Equalities Impact Assessment has not been completed and is not necessary as no plans, programmes or strategies are being developed at this time.

Consultation

The Head of Legal and Democratic Services and Head of Housing Services were consulted in the development of this report.

Consultation continues with Scottish Government over the timing, form, implications and content of provisions within the recently enacted Planning (Scotland) Act 2019. The proposed changes to the SPP, once finalised, will apply over the interim period ahead of the adoption of National Planning Framework 4 (NPF4). Publication of the draft NPF4 is expected in September 2021. Following consultation and consideration by the Scottish Parliament, SPP will be fully replaced when the final version of NPF4 is published in 2022.

1.0 Background

1.1 Development Plans form the basis of planning decision-making to enable the right developments in the right locations. The context for planning for housing in Scotland has changed significantly in recent months. The pandemic is having an impact on the ability of planning authorities to maintain the review cycle of local development plans within the timeframes they intended. The pandemic is also affecting delivery programmes and the projected rate of housing completions. This, coupled with revised plan timescales, has implications for the plan-led approach to development.

1.2 It is important, ahead of the NPF4 and the Local Development Plan (LDP) review, to have clarity on the contentious issue of housing land calculations and potential shortfalls, particularly when determining planning matters where housing land supply is an issue. This matter is often open to different interpretations and causes confusion or is used to complicate arguments at development plan examinations and planning appeals. A collaborative approach is needed between planning authorities and the development industry to deliver housing, rather than the industry simply trying to get approval for unsustainable/unallocated development sites under the context of the LDP not meeting housing figures.

1.3 The Scottish Government consultation paper sets out proposed policy amendments to achieve these objectives. The consultation is built around key changes to paragraphs 28, 29, 30, 32, 33 and 123-125 of the Scottish Planning Policy as outlined in Appendix 1 and Section 2 below. The matter is being considered nationally and all planning authorities and Heads of Planning Scotland are considering how to respond.

2.0 Issues and Options

2.1 The planning system should support the delivery of good quality homes in the right locations. This is of even greater importance now, as it has become even clearer that the quality of our homes can contribute a great deal to our health and wellbeing, and that housing delivery will play a key role in our future economic recovery; however, to achieve housing development in a sustainable way that works with, rather than against the needs of communities, we need to overcome current conflict in the system, and actively address the lengthy technical debates we are seeing about the numbers of homes that we will need in the future. This will allow us to focus more on how we can strengthen delivery and enable good quality development on the ground.

2.2 To ensure that policy is clear and can be more easily and consistently applied in practice, the Scottish Ministers wish to update and clarify specific parts of the SPP to achieve the following policy objectives:

- Supporting a plan-led approach to decision-making and maintaining the legal status of the development plan as a basis for decisions in all cases.

- Removing the presumption in favour of development that contributes to sustainable development from the SPP ('the presumption') given that it is considered to have potential for conflict with a plan-led approach and has given rise to significant number of issues it has generated for decision-makers in its application.
- Providing a clearer basis for decisions on applications for housing on sites that have not been allocated in the local development plan where there is a shortfall in the effective housing land supply.
- Clarifying what is meant by a 5-year effective housing land supply and, in particular, preventing sites that can become effective being excluded solely based on programming assumptions.

2.3 The proposed change to the SPP comes after a successful appeal against The Scottish Government to the Court of Session by Gladman Developments. The appeal challenges the decision by Inverclyde Council to refuse planning permission for residential development at Carsemeadow, Quarriers Village, Kilmacolm. Issues raised were the correct construction and application of paragraph 33 of SPP, notably the so called “tilted balance” in favour of development, and the assessment of the quantity of effective housing land.

2.4 The “tilted balance” principle derives from the part of the English National Planning Policy Framework (NPPF) which explains the meaning of the presumption in favour of sustainable development. In the NPPF the balance was tilted in favour of permission, unless that result was displaced by one or other of two specific grounds, namely significant and demonstrable adverse effects, or policies in the NPPF. In Scotland, SPP refers to the presumption being a significant material consideration if the development plan was out of date. There was no direction to grant permission.

2.5 Following the Court of Session decision, the general feeling from Scottish planning authorities was that a fundamental review was needed of the housing land system in Scotland, as set out in SPP. This is because the court decision implies that where shortfalls exist, the starting point is that any site should be considered inherently sustainable as it can fill a shortfall; as a consequence, unsustainable sites are being allocated on appeal.

Examples of such sites in Fife include:

- Spencerfield, The Avenue, Inverkeithing (15/01147/PPP); and
- Land to the West of Crossford, Cairneyhill Road, Crossford (17/03471/PPP)

2.6 There needs to be a greater focus on the creation and delivery of great places and less focus placed on numbers. Proper plan-led development planning requires that we look at communities and the amount of housebuilding that an area can sustain and have regard to place-making principles. The approval of planning permissions on unallocated sites is likely to be in direct competition with the land already allocated. Housing land allocations should benefit communities as well as developers, and allocation of land far in excess of what is reasonably deliverable can undermine the confidence of communities in the planning process and undermine the plan strategy.

2.7 A summary of the consultation and the draft Fife Council response is provided in Appendix 1. Submissions should be with the Scottish Government by the 9th October 2020. The outcomes of the overall Scottish Government consultation will be circulated to members when published later in 2020 and any policy implications will be considered at that time.

3.0 Conclusion

3.1 The report enables Members to consider the Scottish Government’s proposed policy amendments to SPP (2014) through the technical consultation on Scottish Planning Policy and Housing.

List of Appendices

1. Appendix 1: Scottish Government technical consultation on Scottish Planning Policy and Housing: Proposed Policy Amendments: Fife Council's Response (Draft)

Background Papers

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

- Scottish Government technical consultation on Scottish Planning Policy and Housing: Proposed Policy Amendments <https://consult.gov.scot/planning-architecture/proposed-policy-amendments/>
- Opinion of the Court of Session in the appeal by Gladman Developments Limited against Scottish Ministers (June 2020) <https://www.scotcourts.gov.uk/docs/default-source/cos-general-docs/pdf-docs-for-opinions/2020csih28.pdf?sfvrsn=0>

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Appendix 1:

Fife Council's Response to Scottish Government Technical Consultation on Scottish Planning Policy and Housing: Proposed Policy Amendments

<https://consult.gov.scot/planning-architecture/proposed-policy-amendments/>

Note: the track changes in the Consultation Question column show the changes proposed in this consultation.

Consultation Question	Consultation Response
<p>Q1. 1. What is your view on our proposal to remove ‘the presumption’ from the SPP, through the changes set out?</p> <p><u>Paragraphs 28, 29, 30, 32, 33</u></p> <p>The Scottish Ministers propose to remove the sentence on page 9 of the SPP that introduces the presumption.</p> <p>The policy principles in paragraphs 28 and 29 will be maintained as they have an important role to play in ensuring the planning system enables the right development in the right place, rather than allowing development at any cost. They provide a range of factors that decision-makers should take into account as material considerations that are part of a balanced planning judgement.</p> <p>The Scottish Ministers are minded to remove the reference to the presumption in paragraph 30, as well as paragraphs 32 and 33 in their entirety. Paragraph 30 of the SPP sets out that development plans should be consistent with the SPP policies – this part of the sentence will be maintained but the remainder of the first bullet will be removed. Paragraph 32 sets out that the presumption will be a material consideration for proposals that do not accord with up-to-date development plans. Paragraph 33 of the SPP sets out that where relevant policies</p>	<p>Fife Council supports the government’s decision to remove “the presumption” from SPP and reinforce the aim that development should not happen at any cost.</p> <p>We agree that the SPP should move away from, what was perceived by the Court of Session to be, the “tilted balance”. It is clear from how the paragraphs were written that this was never the intention but more of a balanced approach was proposed. The wording appears to have unintended consequences. The most fundamental issue being that a “tilted balance” is not true sustainable development which then defeats the premise of that section of SPP. By tilting the balance in favour of social and economic factors, then the paragraph can no longer be considered to be supporting sustainable development as it is well established that environmental, social and economic factors must be in balance to achieve true sustainable development. This is considered a flaw in the judgement.</p> <p>A “tilted balance” also suggests that these sites are more likely to be approved. Again, this is tilting away from another part of the SPP in the sense of right development in the right place. This “tilted balance” will also make it harder for planning authorities to deliver the more complex sites that other SPP</p>

Consultation Question	Consultation Response
<p>in a development plan are out-of-date, the presumption will be a significant material consideration.</p> <p>The paragraphs below show the current text with proposed amendments shown as tracked changes.</p> <p>Policy Principles</p> <p>This SPP introduces a presumption in favour of development that contributes to sustainable development.</p> <p>28. The planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost.</p> <p>29. This means that policies and decisions should be guided by the following principles:</p> <ul style="list-style-type: none"> • giving due weight to net economic benefit; • responding to economic issues, challenges and opportunities, as outlined in local economic strategies; • supporting good design and the six qualities of successful places; • making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities; • supporting delivery of accessible housing, business, retailing and leisure development; 	<p>policies promote such as urban redevelopment or brownfield redevelopment.</p> <p>The proposed amendments will, hopefully, add clarity as to how proposals are to be assessed and allow for more sustainable development in the correct sense.</p> <p>There needs to be a greater focus on the creation and delivery of great places and less focus placed on numbers. We need to look at communities and the amount of housebuilding that an area can sustain, particularly relating to infrastructure. The approval of planning permission on unallocated sites is likely to be in direct competition with the land already allocated. The allocation of land must benefit communities as well as developers and allocation of land which is far in excess of what is reasonably deliverable can undermine the confidence of communities in the planning process.</p> <p>In Fife, examples of such sites approved by appeal include:</p> <ul style="list-style-type: none"> • Spencerfield, Inverkeithing - 15/01147/PPP <p>Planning permission in principle for erection of residential development with associated access road and infrastructure at Spencerfield, The Avenue, Inverkeithing, Fife – approved by appeal June 2016</p> <p>https://planning.fife.gov.uk/online/applicationDetails.doactiveTab=documents&keyVal=NM4H6WHFLO300</p> <ul style="list-style-type: none"> • Crossford - 17/03471/PPP

Consultation Question	Consultation Response
<ul style="list-style-type: none"> • supporting delivery of infrastructure, for example transport, education, energy, digital and water; • supporting climate change mitigation and adaptation including taking account of flood risk; • improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation; • having regard to the principles for sustainable land use set out in the Land Use Strategy; • protecting, enhancing and promoting access to cultural heritage, including the historic environment; • protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment; • reducing waste, facilitating its management and promoting resource recovery; and • avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality. <p>Delivery</p> <p>Development Planning</p> <p>30. Development plans should:</p> <ul style="list-style-type: none"> • be consistent with the policies set out in this SPP, including the presumption in favour of development that contributes to sustainable development; 	<p>Residential development, access roads, SUDS, landscaping, and other associated infrastructure at land to the West of Crossford, Cairneyhill Road, Crossford, Fife - approved by appeal December 2019</p> <p>https://planning.fife.gov.uk/online/applicationDetails.doactiveTab=documents&keyVal=OYP8S7HFHDR00</p> <p>Removing the development management text is a consequence of the proposed amendment, but it deleted the statement that decision-makers should also take into account any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the wider policies in this SPP. This may be an issue where local development plans do not include policies that require any adverse impacts to be considered and provide criteria to inform such that assessment.</p>

Consultation Question	Consultation Response
<ul style="list-style-type: none"> • positively seek opportunities to meet the development needs of the plan area in a way which is flexible enough to adapt to changing circumstances over time; • support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area; • be up-to-date, place-based and enabling with a spatial strategy that is implemented through policies and proposals; and • set out a spatial strategy which is both sustainable and deliverable, providing confidence to stakeholders that the outcomes can be achieved. <p>Development Management</p> <p>32. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Proposals that accord with up-to-date plans should be considered acceptable in principle and consideration should focus on the detailed matters arising. For proposals that do not accord with up-to-date development plans, the primacy of the plan is maintained and this SPP and the presumption in favour of development that contributes to sustainable development will be material considerations.</p> <p>33. Where relevant policies in a development plan are out-of-date or the plan does not contain policies relevant to the proposal, then the presumption in favour of development that contributes to sustainable development will be a significant material consideration. Decision-makers should also take into</p>	

Consultation Question	Consultation Response
<p>account any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the wider policies in this SPP. The same principle should be applied where a development plan is more than five years old.</p> <p><i>Reasons for the proposed change:</i></p> <ul style="list-style-type: none"> • This aspect of the SPP has caused considerable confusion and undermines the transparency of the system. • We do not consider the Court’s interpretation of the current wording of the presumption to be consistent with our policy intention. • We do not wish to undermine the primacy of the statutory development plan in decision-making. • The ‘tilted balance’ is not intended to be a feature of the Scottish planning system that overrides normal planning judgement based on the development plan and other material considerations. • The reference to relevant policies of plans being ‘out-of-date’ has a range of interpretations, with decision-makers and applicants taking a range of positions on this. • As a result of current restrictions and to ensure consultation can be properly undertaken, more development plans are likely to exceed five years in age in the coming months. We do not wish this to undermine a plan-led system. <p>What is your view on our proposal to remove ‘the presumption’ from the SPP, through the changes set out?</p>	

Consultation Question	Consultation Response
<p>Q2. What is your view on the proposed changes set out and our aim of clarifying the definition of the 5-year effective housing land supply to reflect the currently exceptional market circumstances?</p> <p><u>Paragraph 123 and the Glossary</u></p> <p>Paragraph 123 of the SPP refers to the 5-year effective housing land supply and broadly describes the type of sites that could form part of it. The Scottish Ministers are minded to amend paragraph 123 and the glossary to provide more flexibility within the description of the effective land supply at this time.</p> <p>The paragraphs below show the current text with proposed amendments shown as tracked changes.</p> <p>Maintaining a 5-year effective housing land supply</p> <p>123. Planning authorities should actively manage the housing land supply. They should work with housing and infrastructure providers to prepare an annual housing land audit as a tool to critically review and monitor the availability of effective housing land, the progress of sites through the planning process, and housing completions, to ensure a generous supply of land for house building is maintained and there is always enough effective land for at least five years. <u>The definition of the effective housing land supply is set out in the glossary to this SPP (as amended). Housing sites should not be excluded from the effective housing land supply solely due to programming assumptions included in the Housing Land Audit. A site is only considered effective where it can be</u></p>	<p>Fife Council welcomes clarity on the definition of the 5-year effective housing land supply.</p> <p>Fife’s Housing Land Audit (HLA) defines the effective land supply as land that is free from infrastructure, marketing, ownership, physical, contamination, deficit funding, land use or programming constraints in the period under consideration, and is therefore available for the construction of housing. This is consistent with Planning Advice Note 2/2010 - <i>Affordable Housing and Housing Land Audits</i>. All sites meeting these criteria are detailed within the HLA. Sites which are programmed to start beyond the 5-year period show no programming in the 5 years detailed in the audit. This lack of programming information does not necessarily imply any restriction on a developer to develop in advance of any stated programming. Neither the HLA nor the Development Plan place any restriction on any site coming forward for development earlier than programmed although individual sites may have their annual delivery limited through a condition of the relevant planning consent in order to allow for supporting infrastructure to be delivered in a planned manner.</p> <p>Fife Council does not accept the view that a shortage of land is the reason for low build rates over recent years. The decline in build rates has been driven by other issues, including the risk averse decisions of lending institutions following the 2008 economic recession, the value of land and choices of landowners, capacity in the building industry and supply chain businesses and the job security, and financial capacity of would be purchasers. Fife Council has allocated more than sufficient land to address the housing land requirements and this is illustrated in the HLA. The exceptional circumstances of the recent pandemic, particularly on the market-led housing</p>

Consultation Question	Consultation Response
<p>demonstrated that within five years it will be free of constraints and can be developed for housing. In remoter rural areas and island communities, where the housing land requirement and market activity are of a more limited scale, the housing land audit process may be adapted to suit local circumstances.</p> <p>Glossary: <i>Effective housing land supply</i>: The part of the established housing land supply <u>comprising sites that are, or it can be demonstrated that they are capable of being, free of technical constraints including: ownership (i.e. a willing seller), physical constraints, contamination, deficit funding, infrastructure or land use within the period under consideration in normal economic circumstances.</u></p> <p><u><i>Established housing land supply</i>: The total housing land supply, consisting of sites in the adopted development plan, sites with planning permission for housing development and other sites with potential for housing development.</u> which is free or expected to be free of development constraints in the period under consideration and will therefore be available for the construction of housing.</p> <p><i>Reasons for the proposed change:</i></p> <ul style="list-style-type: none"> • A clear definition of the effective housing land supply is required that takes into account current circumstances. • In practice the inclusion or exclusion of sites in the effective land supply is a matter of contention. • Programming reported in Housing Land Audits can vary for a wide range of reasons beyond site availability. Programming assumptions (i.e. the number of units intended to be built-out on a site each year) are frequently subject to change. 	<p>delivery, has only exasperated the situation and the true impacts will become apparent over the next few years.</p> <p>‘Market viability’ and ‘marketability’ is often cited as the reason for the non-delivery of many sites, but these can be low bars to reach in seeking to demonstrate a development constraint and, as such, make it easy for developers to apply to reduce the effective supply and argue for more land allocations. Additional land allocations do not guarantee more house building.</p> <p>A challenge remains to ensure that national planning policy makes it easier for developers, often small and medium businesses, to deliver outwith the more heated market areas in locations often where regeneration is key and potentially where green recovery is of greater importance.</p>

Consultation Question	Consultation Response
<ul style="list-style-type: none"> • It is currently argued by some that sites that are technically capable of development should not be included in the effective land supply as a result of programming decisions unrelated to the planning status of a site. • We are currently experiencing exceptional market circumstances and expect this to continue for some time. As a result, we do not wish to see the availability of land conflated with the relevant, but separate, matter of site programming and build-out rates. The latter is based on business decisions related to changes in the market and wider economic circumstances. • This approach would be broadly consistent with changes we proposed within the draft Housing Delivery Advice that was previously published and widely debated and consulted on but subsequently withdrawn as a result of continuing disagreement between stakeholders. 	
<p>Q3. What is your view on the proposed changes to paragraph 125, including (a) the proposed calculation to establish the scale of the 5 year effective land supply in relation to alternatives and (b) the proposed approach to assessing proposals where a shortfall emerges?</p> <p><u>Paragraph 125</u></p> <p>Paragraph 125 of the SPP states that where a shortfall in the 5 year effective housing land supply emerges, development plan policies for the supply of housing land will not be considered up-to-date and paragraphs 32-35 will be relevant. The Scottish Ministers propose to revise paragraph 125 to provide a clearer approach for decision-makers in establishing</p>	<p>Fife Council agrees that a clearer approach to establishing the calculation of the 5-year effective land supply is needed. It is currently open to different interpretations and causes confusion or is used to complicate arguments at development plan examinations and planning appeals.</p> <p>The approach suggested in the consultation paper is the approach currently used, and supported, by Fife Council. The methodology suggested is consistent with our Housing Land Audit (HLA) work. We feel that it is important that decisions should be based on the most recent and adopted HLA and not on ad-hoc assessments provided during the assessment of planning applications/appeals.</p>

Consultation Question	Consultation Response
<p>the extent of the 5 year effective housing land supply and taking this into account in decision making.</p> <p>The paragraphs below show the current text with proposed amendments shown as tracked changes.</p> <p>125. Planning authorities, developers, service providers and other partners in housing provision should work together to ensure a continuing supply of effective land and to deliver housing, taking a flexible and realistic approach. Where a shortfall in the 5-year effective housing land supply emerges, development plan policies for the supply of housing land will not be considered up-to-date, and paragraphs 32-35 will be relevant.</p> <p><u>The extent of the forward 5 year effective land supply should be calculated by dividing the housing supply target set out in the adopted local development plan by the plan period (to identify an annual figure) and multiplying that figure by 5. That should be compared to the 5 year effective land supply, based on information collected as part of the housing land audit process.</u></p> <p><u>Where a shortfall in the forward 5 year effective housing land supply has been identified, this will be a relevant material consideration to be taken into account alongside other considerations as part of a balanced planning judgement. Whilst the weight to be afforded to it is a matter for decision-makers to determine, recognising the facts and circumstances of each case, the contribution of the proposal to addressing the shortfall (in both scale and</u></p>	<p>A collaborative approach is needed between planning authorities and the development industry to deliver housing where it is needed; this requires more than market attractiveness to be taken into account. There is a risk of using a shortfall in the 5-year effective housing land supply as a basis to obtain approval for unsustainable/unallocated development sites; that reduces development planning to a ‘numbers game’, and undermines the plan-led approach and the public confidence in it. The housing land requirement set in SESplan illustrates this in Fife.</p> <p>Adding more housing land makes no difference to delivery. It would undermine the existing strategy of LDPs, the delivery of infrastructure, undermine the development plan process and deflect resources away from the more productive actions of promoting delivery on the land for houses already identified in the Local Development Plan.</p> <p>Delivery is key to establishing an effective land supply. Developers should be required to demonstrate that they can deliver the numbers already allocated/consented in the 5-year timeframe along with additional numbers sought (i.e. providing an estimated annualised programme). Markets in a given area can only sustain a certain level of building and there is only a certain capacity in the industry to provide the people and materials to construct houses. The house building industry cannot build such large amounts of houses; communities cannot absorb large amounts of housing over short timescales; and the house buyers are not there in sufficient numbers to purchase all the houses.</p> <p>Dunfermline is the strongest housing market within Fife. However, it has around 9,000 houses allocated to its west,</p>

Consultation Question	Consultation Response
<p><u>kind) should be taken into account to inform this judgement.</u></p> <p><i>Reasons for the proposed change:</i></p> <ul style="list-style-type: none"> • There are widely varying interpretations of this paragraph and its application in practice, generating confusion and undermining the transparency and operation of the system. • Ministers are of the view that there is now a need to set out a standard calculation to determine the extent of the 5 year effective land supply. • Based on previous consultation, we are aware that views on methodologies for calculating the 5 year effective housing land supply vary, and that the two main alternatives include an approach that accounts for previous completions (the residual or compound method), or a calculation based on an averaged rate of delivery over the life of the plan. • Ministers are of the view that, despite current unprecedented circumstances, authorities should still be implementing the provisions of the development plan for new housing and working with stakeholders to make sure there is an adequate forward supply of effective land to help deliver new housing. • Taking into account current circumstances and the impact of Covid-19, Ministers are not convinced that the residual approach will produce accurate outputs, particularly at this time where delivery rates are affected by the current pandemic. A calculation based on a more steady, average rate of build-out of the land contained 	<p>north west, north and north east. Some of these sites are beginning to progress with significant activity now being seen on the Strategic Development Areas to the north-west and south-west of the town. It is difficult to see where there is capacity in the housing market to deliver any further houses in this area, particularly with the addition of the new sites allocated in the Local Development Plan. Due to the capacities in the market, these sites are programmed to deliver houses over the next 30 years, long beyond the timeframes of the current Local Development Plan.</p> <p>At present, in Dunfermline, there are 3,073 homes approved in principle or in detail (4,473 including Halbeath which is awaiting a section 75 legal agreement to be concluded) but with no work started on site. This represents a ready supply with no planning constraint and yet the Council is still receiving planning applications for unallocated sites as it is considered that we have a shortfall in the five-year housing land supply. In addition to these consented sites there are other ongoing developments from Miller Homes (220 units), Barratt Homes (197 units), Taylor Wimpey (400+ units), Bellway Homes (86 units) and Persimmon (165 units).</p> <p>As previously highlighted in our response to the NPF4 Housing Technical Paper, the Scottish Government should give due consideration to moving away from a target-based system, looking at a more informed and rational approach to planning for housing and communities. It is vital that planning retains a focus on delivery, infrastructure, design and the creation of great places for people.</p> <p>Further clarification is sought from Fife Council on what the Scottish Government deem a “balanced planning judgement”</p>

Consultation Question	Consultation Response
<p>within the development plan is considered more appropriate at this time.</p> <ul style="list-style-type: none"> • Ministers consider that the housing supply target (the total number of homes that will be delivered) is the appropriate basis for establishing the scale of the forward 5 year effective housing supply. • The housing land requirement is a tool that is applied at the development planning stage. Its purpose is to help ensure that the housing supply target is achieved by including in the plan an additional allowance for generosity. It is essentially the Housing Supply Target with the addition of an agreed percentage added. The housing land requirement can be met from a range of sources, including the established land supply, sites which are already allocated, sites with planning permission and windfall sites (subject to evidence). The effective land supply is a subset of this wider land requirement. In many cases the housing land requirement relates to a different period – it may look ahead to the longer term or extend from plan base date, rather than adoption date. As a result, the housing land requirement is not directly applicable when assessing the 5 year effective housing land supply. • The disputed matter of plans becoming ‘out-of-date’ should be removed for the reasons related to changes in plan timescales, as stated above. • A shortfall in the housing land supply is relevant, but is not determinative, as part of a wider planning judgement, and Ministers believe this should be expressed more clearly in revised text. • A shortfall in the supply of effective housing land may be addressed by exceptional releases of unallocated land 	<p>to be and how much weight should be given to it. It would be helpful to provide this clarification within the proposed policy amendments and glossary.</p>

Consultation Question	Consultation Response
<p>but only if such proposals are appropriate and will meaningfully address any identified shortfall. The proposed text makes it clear that a shortfall will be a relevant material consideration. Scottish Ministers are of the view that this should now be explicitly referenced in relevant decisions.</p> <ul style="list-style-type: none"> • This provides a clearer policy to address cases where there is a shortfall in the land supply. • Aspects of the existing guidance on this as set out in Planning Advice Note 2/2010 are out-of-date. We therefore propose that Section 2 – Housing Land Audits should be withdrawn. 	
<p>Q4. Do you agree that the proposed amendments will not directly impact on other (non-housing) types of development?</p> <p><u>More Information</u></p> <p>These proposals have been designed to address issues associated with planning for housing. We recognise that paragraphs 28, 29, 30, 32 and 33 have wider application but we do not expect that the proposed amendments will directly affect decisions relating to other types of development to the same extent as housing proposals.</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If not, please provide evidence to support your view.</p>	<p>Yes, Fife Council agree that the proposed amendments will not directly impact on other (non-housing) types of development.</p>
<p>Q5. Do you agree that fuller impact assessments are not required?</p>	<p>Yes, Fife Council agree that fuller impact assessments are not required.</p>

Consultation Question	Consultation Response
<p><u>More Information</u></p> <p>We have considered the requirements for statutory impact assessments, including by screening the proposals in relation to the criteria for Strategic Environmental Assessment, Equalities Impact Assessment, and Children’s Rights and Wellbeing Impact Assessment. Our view at this stage is that a fuller assessment is not required, given the procedural and technical nature of the proposals.</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If not, please provide evidence to support your view.</p>	

1st October 2020

Agenda Item No. 7

Support for Voluntary Organisations

Report by: Gordon Mole, Head of Business & Employability
Ken Gourlay, Head of Assets, Transportation & Environment

Wards Affected: All Fife

Purpose

This report presents recommendations for the level of support to voluntary organisations within the Enterprise and Environment Directorate for the period 2020-2022.

Recommendation(s)

The Economy, Tourism, Strategic Planning and Transportation Subcommittee is asked to:

- Approve the level of funding to voluntary organisations by the Assets, Transportation & Environment Service as detailed in the attached schedule.
- Approve the allocations given through Service Level Agreements from Business and Employability, as detailed in the attached schedule.
- Note the allocation awarded by the Opportunities Fife Partnership, for the delivery of Employability Pathway activities to be used as part of the match for the European Programme

Resource Implications

The grant schedules appended to this report detail recommendations from the following for approval and noting:

- Assets, Transportation and Environment totalling **£195,148** (as set out in Appendix One) covering grant funding for the period 2020/2021
- Business and Employability totalling: **£108,250** (as set out in Appendix Two) covering grant funding for the period 2020/2021
- The Opportunities Fife Partnership, totalling **£998,779** (Appendix Three)

Appendix Three to this report outlines the allocation awarded by the Opportunities Fife Partnership (OFP) for Employability Pathway Delivery. These are for noting by Committee and are for years 2 and 3 of a three-year period of activity (2019-2022). They are awarded as part of a Partnership agreement with each delivery partner and are used, with additional match brought by the delivery partners as leverage for European Funding. These partners were selected after a competitive Challenge Fund process, carried out in October 2018, to deliver services between April 2019 and March 2022. This allocation provides part of their match funding for the three-year period, for the final phase of the European programme. The allocation outlined for 2021-2022 is indicative at this time. This will be reviewed based on performance and programme compliance, and revised accordingly.

Legal & Risk Implications

All awards are recommended for support subject to compliance with Fife Council's Monitoring and Evaluation Framework which requires that they are reviewed on an annual basis as part of the Council's ongoing commitment to ensuring organisations are meeting the terms of their Service Level Agreement.

Impact Assessment

No impact assessment is required as there are no substantial changes to service delivery. Changes to individual grants have been negotiated with the organisations concerned.

The Fairer Scotland Duty, which came into force on 1 April 2018, requires the Council to consider how it can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. Both the Plan for Fife and Fife's Economic Strategy align with this Duty in their commitment to working towards achieving inclusive growth and economic growth, which is shared by all. The grants provided by Fife Council, as detailed in this report, provide specific support to reduce inequalities and support inclusive growth in Fife.

Consultation

Service Monitoring Officers, the Head of Legal Services and Head of Finance have been involved in the preparation of this report. The appropriate Service Management Team has considered each of the awards being presented and recommends the level of support outlined. The committee Convener and Vice Convener have been consulted on the recommended awards.

1.0 Introduction

- 1.1 This report pertains to support provided by the Enterprise and Environment Directorate for the activities supported through Asset, Transportation & Environment Services and Business & Employability. The support is provided through recurring grants directly to the organisations.
- 1.2 Allocations provided by the Opportunities Fife Partnership Challenge Fund to Employability Pathway providers are utilised as part of the match for the European Structural Fund activities. These allocations are agreed by the Opportunities Fife Partnership and follow a competitive procurement process for delivery organisations. At its meeting of 15th November 2018, the Economy, Tourism, Strategic Planning & Transportation committee agreed to endorse future allocations and activity relating to the Opportunities Fife Partnership Challenge Fund 2019/2022 (Minute para 65). Year 1 of the grants (outlined in Appendix 3), were noted by this Committee on 14 March 2019.
- 1.3 The appended schedules detail the awards recommended for approval that will be delivering agreed activities for Enterprise and Environment Directorate.
- 1.4 Appendix One outlines the grants for Fife Shopmobility and RVS Fife for the coming year.
- 1.5 Appendix Two includes an allocation of £88,250 to BRAG for this financial year. This allocation is for the first full year of a 15-month allocation to support the transition between the previous SLA and ahead of work being commissioned under the new "No One Left Behind" employability framework, which will be delivered via a challenge fund process. The exact allocations for 2021/22 from No One Left Behind will be confirmed by Scottish Government later this year.

- 1.6 Appendix Two further makes provision for a one-off £20,000 sum of funding to Fife Voluntary Action for the provision of support to No One Left Behind activity in preparation for commissioning of the challenge fund. This will include delivering collaborative conversations with target service user groups to inform service design and readiness activity with the third sector to bid for the challenge fund.
- 1.7 Appendix Three outlines the allocation to the third sector delivery partners, who have been commissioned by the OFP to deliver activity on the Fife Employability Pathway between 2019-2022.

2.0 Monitoring and Evaluation

- 2.1 The Monitoring and Evaluation Framework is continually updated and developed, putting robust procedures in place within Services providing support to voluntary organisations. The work is overseen by the Voluntary Sector Task Group which includes representatives from each of the Councils Services awarding grants to voluntary organisations as well as Audit Services and representation from the third sector. The Task Group is responsible for reviewing the overall Framework and updating particular sections as necessary. During 2018 sections of the Framework were updated and training was delivered to Services in this respect in 2019.
- 2.2 The following monitoring and assessment procedures are undertaken prior to each award being presented to the Economy, Tourism, Strategic Planning and Transportation Committee for a decision:
 - ◆ Organisations are required to submit an application or forward plan outlining the services they aim to provide during the 2020-21 period. For organisations seeking a 1, 2 or 3 year funding agreement this would normally include an appropriate budget for the period.
 - ◆ All projects funded in the previous year have undergone either an annual monitoring exercise or if appropriate a 3-year evaluation. Where the organisation receives over £10,000, the annual monitoring is carried out by the appointed Link Officer. An independent officer who is not the organisation's Link Officer carries out the 3-year evaluation. As part of these monitoring procedures an assessment of the governance of the organisation is made. This includes compliance with relevant legislation such as child protection;
 - ◆ The organisation's constitution and latest set of annual accounts will be checked. The latter will be checked by officers from Finance.
 - ◆ The project is assessed by the appropriate Service Management Team against the priorities of the Service, the Council's priorities and the Plan for Fife.
 - ◆ For those providers delivering employability services, the OFP produced a third sector governance document in 2015 and self-assessment health check, supported by Fife Voluntary Action. Each of those providers that wish to delivery employability services must carry out a self-assessment, with reference to the governance document. Any issues or challenges that are flagged as high risk, require an action/improvement plan to be developed and worked through, with support from FVA and the OFP. This governance health check is specific to the Business and Employability Service.

- 2.3 Having gone through each of these stages the award is then presented to Executive Directors for decision, in lieu of committee approval. If the award fails to satisfy all elements of the Monitoring and Evaluation Framework, the recommendation will be delayed and presented for Members' consideration at a future Committee meeting. Where compliance conditions are not being met, it may be recommended that no funding is provided.

3.0 Conclusions

- 3.1 The awards presented for approval have been assessed in line with Service priorities and the Council's Monitoring and Evaluation Framework and are considered to make a valued contribution to the delivery of services across Fife contributing to the objectives of the Local Outcome Improvement Plan, Plan for Fife.

List of Appendices

1. Recommended Awards – Assets, Transportation and Environment Services
2. Recommended Awards – Business & Employability
3. For noting – Allocation awarded by the Opportunities Fife Partnership to be matched with ESF for Employability Pathway delivery.

Background Papers

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

- Voluntary Sector Monitoring & Evaluation Framework

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Recommended Awards - Appendix One
Assets, Transportation & Environment Services

Organisation	Project Description	<u>Award</u> 19/20	<u>Requested</u> Grant 20/21	2020/21	2021/22	<u>Total</u> 2019-2022	Additional Comments
Fife Shopmobility Ltd	Lending powered and manual wheelchair and electric scooter to people with mobility difficulties free of charge. Provide a long term hire of manual equipment. The organisation also provides escorted shopping services for vulnerable people and those with visual impairments	£145,997	£188,360	£150,791		£150,791	Whilst, Assets, Transportation & Environment Services fully supports this initiative as it meets a primary aim of targeting support to the most vulnerable in our communities there is no additional money available to meet the increased level of funding applied for. The service only recommends maintaining the Grant within current budget levels for one year only
RVS East Fife	Targeting support to the most vulnerable in our communities who are unable to access mainstream public transport due to some form of reduced mobility. This is in the form of both transport and personal support to individuals ensuring people remain active and supported in their local communities.	£44,357	£44,357	£44,357		£44,357	Assets, Transportation & Environment Services fully supports this initiative as it meets a primary aim of targeting support to the most vulnerable in our communities. The service recommends maintaining the Grant within current budget levels for one year only
Transportation Total				£195,148	£	£195,148	

Recommended Awards - Appendix Two

Business & Employability

Project Description	Allocation Award 19/20	Requested Allocation 20/21	Allocation		Total 2020-2022	Additional Comments
			2020/21	2021/22		
BRAG: Allocation to deliver employability outreach activity in key geographic areas, specifically "mid-Fife"	£88,250		£88,250	£22,060 ¹	£88,250	For Approval – Delivery of Employability Services in key geographic areas, with a focus on Mid Fife (Cowdenbeath and Lochgelly) as a test of change pilot for No One Left Behind activity and support for COVID recovery. Proposed for a 15 month period as the move is made to the wider "No One Left Behind" strategy.
Fife Voluntary Action: Delivery of support activity for implementation of No One Left Behind framework in Fife			£20,000		£20,000	For Approval – Delivery of support services to the Fife No One Left Behind Working Group and third sector potential delivery partners to prepare for commissioning of a NOLB framework
Business & Employability Total			£108,250		£108,250	

¹ Subject to agreement by Economy, Tourism, Strategic Planning & Transportation Committee within 2021/22 Voluntary Sector Grants report

Allocated Awards for noting only - Appendix Three

Opportunities Fife Partnership

Organisations	Project Description	Allocation Award 19/20	Requested Allocation 20/21	Allocation			Additional Comments
				2020/21	2021/22	Total 2020-2022	
BRAG	Lead Partner of Fife Employability & Training Consortium Includes delivery of both Employability Pathway keyworker programme and new “in-work” support service of Pathway clients that have progressed into employment. – Employability Pathway Delivery	£308,357		£291,669	£291,669	£583,338	For noting by the Committee. Allocated by the Opportunities Fife Partnership to be used with additional match brought by the delivery partners to leverage in European Funding. The allocation forms part of a partnership agreement to deliver activity on Fife’s Employability Pathway
FEAT	Lead Partner of “Journey to Work” which will include the Fife IPS (Individual Placement Support) Service –Employability Pathway Delivery	£157,013		£157,013	£160,153	£317,166	For noting by the Committee. Allocated by the Opportunities Fife Partnership to be used with additional match brought by the delivery partners to leverage in European Funding. The allocation forms part of a partnership agreement to deliver activity on Fife’s Employability Pathway
Fife Gingerbread	Lead Partner for Making it Work: Lone Parents – Employability Pathway Delivery	£58,166		£49,139	£49,136	£98,275	For noting by the Committee. Allocated by the Opportunities Fife Partnership to be used with additional match brought by the delivery partners to leverage in European Funding. The allocation forms part of a partnership agreement to deliver activity on Fife’s Employability Pathway
Opportunities Fife Partnership Total				£497,821	£500,958	£998,779	

1st October, 2020.
Agenda Item No. 8

Fife Bridge Strengthening Programme Update

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

Wards Affected: Fife-wide

Purpose

To update and seek approval from Committee for the updated Fife Bridge Strengthening Programme following the announcement of the return of the railway to Leven and reflecting the impact of project growth at the A91 New Bridge, Guardbridge.

Recommendation

It is recommended that Committee approves the proposed timetable and list of priority capital projects forming the Fife Bridge Strengthening Programme up to financial year 2025/26 as detailed in Table 1 in this report.

Resource Implications

Following approval of the Capital Investment Plan 2019-29 on 21st February, 2019 (para 104 of 2019.FC.140 refers), a revision to the Fife Bridge Strengthening Programme was required and was approved at Committee on 9th May 2019. Further to this report, Transport Scotland's announcement that the project to return the railway to Leven was to go ahead. In addition, the project at the A91, New Bridge Guardbridge has required project growth. Both projects impact on time and budget. From within the Roads, Lighting & Structures capital plan heading, capital expenditure of £10.3m is required to progress the highest priority bridge strengthening projects during the period 2020/21 – 2025/26 within the available budget. This report focuses on the nine projects that require to be delivered during this six year planning period. The Bridges allocation will be managed within the approved Roads, Lighting & Structures capital plan heading profile.

Legal & Risk Implications

The Council has duties as Roads Authority under the Roads (Scotland) Act 1984. Whilst bridge failures are thankfully not common, they can be catastrophic and generate headline news emphasising the need for bridges to be safe for use and fit for purpose with increased political and public interest. To fulfil these requirements, a programme of systematic inspections and prioritised maintenance works is undertaken within the available resources.

Impact Assessment

An EqIA has not been completed and is not necessary as the report does not propose a change or revision to existing policies and practices.

Consultation

There has been consultation with Financial Services in the preparation of this report.

1.0 Background

- 1.1 Road bridges and structures are vital elements of the road network supporting Fife's economy. Fife Council maintains 449 bridges and 280 retaining walls with a total replacement value of around £385m. The management of these strategic assets requires prioritisation of investment on a Fife wide basis, on the basis of need.
- 1.2 The last report to Committee (2019.05.09 ETSP&C Item 6) outlined 4 priority capital schemes to be delivered in the period 2019-2023, together with the associated timescales and budget. These were
 - A91 New Bridge, Guardbridge (£1.1m)
 - A955 Leven Railway Bridge & Bawbee Bridge (£2.1m)
 - B981 Broad Street Railway Bridge, Cowdenbeath (£3.15m)
 - A907 Lyne Burn Bridge (1.0m)
- 1.3 A number of significant events have occurred in the period since, which necessitate re-programming of these works and the addition of another. These events, and the impacts on delivery of the bridge projects are described below.
- 1.4 The Scottish Government approved plans to re-open the Levenmouth Rail Link. Initial discussions between Network Rail and Fife Council revealed that there was uncertainty whether Network Rail would require additional space under the A955 Leven Railway Bridge, to accommodate new rail infrastructure. This resulted in the A955 Leven Railway Bridge & Bawbee Bridge projects being suspended until the outcome of Network Rail's feasibility study was available. Network Rail have now confirmed requirements allowing design to recommence.
- 1.5 Negotiations have taken place with Network Rail regarding rail possessions to enable the replacement of Broad Street Railway Bridge, Cowdenbeath. These are now planned for 2023.
- 1.6 The A91 New Bridge, Guardbridge concrete repairs commenced in June 2019. It became apparent that the condition of the bridge was significantly poorer than anticipated, resulting in major delays and substantial additional costs culminating in the need to change the scope of the project.
- 1.7 Due to the Covid-19 virus, and resulting lockdown restrictions, work on the A91 Guardbridge project was suspended for a period of 16 weeks from March 2020.
- 1.8 Following severe flooding in Cardenden in August 2020, a scheme to strengthen a section of B981 Dee Burn Bridge, was prioritised and upgraded to a full replacement scheme of this bridge to enable the span to be increased.
- 1.9 Additional projects have been introduced into the Capital plan to fill the gap left by movement of the above projects.

2.0 Fife Bridge Strengthening Programme 2019-23

2.1 The combined impact of the above events has resulted in the reprofiling of the planned delivery programme as follows:

2.2 **A91 New Bridge, Guardbridge**

As described in the previous report, the planned contract involved significant concrete repairs and the installation of cathodic protection to extend the life of this important bridge on the principal road to/from St Andrews.

The bridge spans over the Eden Estuary which is a protected habitat, with works subject to constraints for the protection of birdlife and otters present on the site. As a result, the project was undertaken under a Marine Scotland Licence and an Otter Licence, under the Supervision of an Environmental Clerk of Works.

Works, which commenced in June were due to complete by mid-November 2019. With the revised scope, the works were expected to complete in April 2020. The reasons for this are two-fold. Firstly, the structure was in much poorer condition than anticipated so the volume and complexity of concrete repairs increased significantly, secondly, the existing reinforcement was found to have insufficient electrical continuity, for the cathodic protection system to work as originally designed. This has resulted in a revised, phased approach being taken to complete all works while ensuring there is no capacity concerns for commuters. .

Phase 1 works incorporated the increased concrete repair, and reinforcing works complete with the addition of anode installation and monitoring the bridge going forward.

Phase 2 works will incorporate the installation of the cathodic protection measures at a future date, defined by monitoring the system installed within the phase 1 works.

Due to the unforeseen additional concrete repair and steel degradation works encountered within the Phase 1 works, and the calendar constraints imposed by the various environmental licences, it was not possible to complete the original scope of works within the dates originally implemented.

Unfortunately, before completion was achieved, the Covid-19 outbreak and resulting restrictions closed the site for a period of 16 weeks. This closedown period and changes on operation methods to comply with Covid-19 restrictions upon return, resulted in further delays. However, the Phase 1 works were complete in August 2020. Extensions to the environmental licences were granted due to the exceptional circumstances.

Further staff costs and specialist legal consultants costs were also attributed to an adjudication raised by the Contractor under the contract for monies they believed they were due. This was decided through the adjudication process within the contract with the majority of costs claimed by the contractor, dismissed by the Adjudicator.

Due to the extent of concrete degradation encountered, and the Covid impacts, the costs of the Phase 1 concrete repairs has exceeded the tender costs for the entire works package of £1.07million. The final value of the works was £1.74million.

As acceleration of corrosion can occur adjacent to repaired sections, due to a process called incipient corrosion, galvanic anodes have been embedded in the structure within the Phase 1 works. These sacrifice themselves to protect the steel in order to protect the structure. It is expected these anodes will provide protection for 10 – 15 years. The risk of weakening due to corrosion remains and the Cathodic Protection system is still required in the longer term.

The Phase 2 works will be the installation of the Cathodic Protection system and associated additional steel. This work is estimated at £1m and will be taken forward as a future project outwith the timescale considered in this programme update.

2.3 **A955 Leven Railway Bridge & Bawbee Bridge**

This scheme, supported by the Levenmouth Sustainable Transport Study, is to replace the deck of another reinforced concrete bridge constructed in the 1930's, linking Leven and Methil. Justification is based on the poor condition of the bridge and to alleviate the impact of the 18T weight restriction on the local community.

Our in-house team commenced the detailed design phase and were on target to commence works in 2020. However, discussions with Network Rail, as described above, suggested it may be necessary to increase the span of the bridge and raise the road level across the bridge to accommodate Network Rail's proposed infrastructure. This would have a significant impact on both the bridge design and the surrounding roads design.

As a result of the uncertainty over the interface with the railway, the project was put on hold. Network Rail have now confirmed the envelope required to accommodate the rail infrastructure under the bridge and the design has now recommenced.

Site investigations will be completed within the 2020/21 financial year to inform the design. The works are now programmed to commence early in the 2021/22 financial year

2.4 **B981 Broad Street Railway Bridge, Cowdenbeath**

As described in the previous report, this 129 year old bridge over the Fife Circle comprises two wrought iron riveted plate girders spanning between stone masonry abutments. Various strengthening and repair interventions have taken place over recent years to extend the life of the structure. The safety measures appear to have been successful, however, the deterioration of the bridge troughing and main girders has continued with further remedial maintenance works now considered unfeasible.

Consultants Arcadis were appointed and the design of a replacement structure was partially complete. Due to unacceptable increases in fees, their contract was suspended and brought back in-house for review.

Track possessions are required as part of this strengthening and repair work and need to be agreed with Network Rail prior to the demolition and reconstruction. There are two types of track possessions. A non-disruptive possession gives access to the rail network overnight only. A disruptive possession gives access for a few days, usually over a long weekend. This is extremely expensive as the costs of replacement buses, required due to closure of the railway, must be borne by the project. A disruptive possession is required for demolition of the existing bridge but the replacement bridge can be installed over a series of non-disruptive possessions.

Generally Network Rail require a lengthy notice period for a disruptive possession. Negotiations with Network Rail have taken place and the disruptive possession date is now planned for February 2023.

It is therefore recommended that the Broad Street Bridge Replacement Project is programmed for works commencing on site in 2022/23 and completing in 2023/2024. Site investigations will proceed within the 2020/21 financial year with the design continuing to allow a contractor to be appointed in 2022.

2.5 **A907 Lyne Burn Bridge, Dunfermline**

The Lyne Burn Bridge passes beneath the A907 Halbeath Road, Dunfermline. Temporary propping has been installed along the length of the culvert to avoid having to impose a weight restriction on this busy traffic route. However, the props are now reaching the end of their serviceable life, hence the replacement/strengthening scheme is necessary to meet modern vehicle loads. Much of the cost is associated with the diversion of services during the works. Wherever possible, we shall look to minimise and/or avoid such diversions during the replacement works.

Although the other project changes above result in a gap within the capital programme for 2020/21, it is not possible to deliver this project within the current financial year. This is due to the complex design and planning required. This will now be commenced in 2023/24. In the meantime, frequent inspections of the structure and propping will continue, to monitor the condition.

2.6 **C126 Woodside Road, Underpass**

This reinforced concrete underpass supports Woodside Road, Glenrothes as it passes over Boblingen Way, and was listed within the 2018 Committee report (2018.02.01 ETSP&T Item 4 refers). The bridge is weak and was propped as a temporary measure in 2001 to avoid imposing a weight restriction. The footways are also weak and protected with safety barriers.

Although the weakness is addressed by the temporary measures, the propping restricts the available width for the footway and cycleway passing beneath the structure. The gap in the capital plan for 2020/21 presents an opportunity to address this issue by pursuing permanent strengthening measures.

Design has commenced considering various options in parallel while further investigations are carried out to establish the optimum solution. The estimated cost of a permanent solution is £0.6m. Works are expected to commence on site as soon as possible in order to deliver the majority of the work within the 2020/21 financial year.

2.7 **A907 Glen Bridge Footway Remediation, Dunfermline**

This scheme has emerged as an unavoidable scheme since the last report to committee.

The footway under Glen Bridge in Dunfermline, leading from Glen Bridge Car Park and the Glen, sits perched in the edge of a steep slope and is subsiding significantly. This, combined with continued vandalism of temporary fencing installed to protect the edge, mean that this has become a hazard to the public and to Council staff who use this path to access the culvert below for maintenance. In addition, issues with anti-social behaviour beneath the bridge mean it is necessary to install fencing to prevent access to 6 of the 7 spans to protect this Grade B Listed Structure. Both of these issues have attracted adverse publicity.

Initial investigations have revealed very poor ground conditions so major structural works will be required to stabilise the embankment and reconstruct the footway. It is therefore proposed that these works be included in the Capital Plan. The estimated cost of these works is £0.3m. Design is underway with a view to completing the works within the 2020/21 financial year.

2.8 A917 Inverie Burn Bridge Replacement, St Monan's

This scheme has also arisen since the last report due to the results of routine inspections.

This bridge carries the A917 coastal road past St Monan's. The existing deck is constructed of stone slabs, in two short spans, which are now displaying signs of distress in the form of cracks. It is impossible to predict when these slabs may fail so this scheme is being promoted as a matter of priority. However, due to the short span and low height of the bridge, it is not considered necessary to restrict the bridge in the meantime.

Design has commenced with delivery of the works and will continue this financial year. This will include some investigation works. The works will be undertaken in 2021-22.

2.9 B981 Den Burn Bridge, Cardenden

Den Burn Bridge carries the B981 over the Den Burn. The bridge was identified as requiring strengthening of a weak edge, though no timescale had been set for this as it was low priority.

However, public feedback during recent flooding in Cardenden suggested that the bridge capacity was a barrier to flow and therefore a contributory factor to the flooding. A recent flood study of the area, undertaken by consultants on behalf of Fife Council, confirmed that capacity for flow under the bridge is indeed a significant contributor to flood risk.

It would therefore be considered inappropriate to strengthen the structure within its existing geometry and this will now be promoted as a bridge replacement project.

The design of the new structure and associated approach structures will be determined in consultation with the Flooding Shoreline and Harbours team. However, provision has been introduced in the Capital plan for £2million based on the estimate provided in the aforementioned flood study.

Due to the level of investment required and to work within the available Bridges budget allocation, this has been programmed between two financial years 2024/25 and 2025/26.

3.0 Resources

- 3.1 Bridge works are expensive. Management of the overall capital allocation to support Roads Infrastructure projects has been necessary to resource these critical bridge schemes.

Bridge schemes are also very complex requiring an extensive period of design and planning, and are often subject to constraints which further elongate delivery time. This means it is often not possible to promote a priority scheme at short notice.

However, the gap in planned projects previously reported to the Economy, Tourism, Strategic Planning & Transportation Committee on 9 May 2019 (2019.05.09 ETSP&T Item 6 refers) due to the delays described above has given the opportunity to address other schemes which are less restrictive. The new proposed capital profile towards the priority bridge strengthening / replacement works in the period 2020-26 is as follows:

	20/21	21/22	22/23	23/24	24/25	25/26	TOTAL £000's
Total Proposed Capital Budget	1,581	1,735	2,640	1,725	750	1,750	10,181
A91 Guardbridge (Phase 1)	243	27					
A955 Leven Railway Bridge	100	1,500	290				
A955 Bawbee Bridge, Leven			200				
B981 Broad Street Railway	192	20	2,000	1,230			
C126 Woodside Road Underpass	500	100					
A917 Inverie Burn, St Monans	100	234					
A907 Glen Bridge, Dunfermline	300						
A907 Lyne Burn, Dunfermline			150	495	500		
B981 Den Burn, Cardenden					250	1,750	
Capital Expenditure	1,435	1,881	2,640	1,725	750	1750	10,181

Table 1 – Bridge Strengthening Programme 2020-2026

- 3.2 A degree of caution is required when relying on budget estimates for major bridge schemes. Cost estimates are based on scale, complexity and the environment in which the bridge is located. Rarely are two bridge schemes identical and it is important to retain programme flexibility and budget contingencies wherever possible. This can be challenging, however, the focus remains on delivering high quality projects which demonstrate best value for the community.
- 3.3 Typical constraints to be managed during the delivery of bridge works include:
- the high cost of diverting public utilities to facilitate bridge works,
 - accommodating local residents, businesses and landowners,
 - environmental factors which can restrict working months,
 - planning requirements, such as obtaining listed building consent,
 - maintaining the continued operation of the road network during works, for example by using temporary bridges or alternative access routes.
- 3.4 Further reports to Committee will provide an update on the progress with the above schemes, and identify future funding needs. To manage risk, there remains a need for continued and prioritised investment in Fife's elderly bridge stock.

4.0 Conclusions

- 4.1 While the overall condition of Fife's road structures is generally good, there is a historic and persistent backlog of bridge strengthening and maintenance work which requires sustained capital investment. However, the changes in the projects described above demonstrate the difficulty in predicting costs and timescales with great certainty.

- 4.2 The bridge strengthening backlog requires to be strategically managed. Targeted investment in priority schemes is necessary to complement our programme of inspection and maintenance work to counter long term deterioration, to keep our bridges safe for use, fit for purpose and to minimise restrictions on Fife's road network.
- 4.3 Future reports to committee will provide an update on progress with these priority capital schemes.

List of Appendices

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:

- Fife Bridge Works Capital Programme (2019.05.09 ETSP&T Item 6 refers)
- Fife Bridge Works Rolling Programme (2018.02.01 ETSP&T Item 4 refers)

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1st October 2020
Agenda Item No. 9

Fife's Road Condition Report 2020

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

Wards Affected: All

Purpose

The purpose of this report is to advise Committee of the results of the 2018-20 Scottish Road Maintenance Condition Survey (SRMCS), report on road defect performance 2019-20 in Fife and update on future budget allocations.

Recommendation(s)

Committee is asked to

- (i) scrutinise the current performance, activity and resources as detailed in this report; and
- (ii) approve the continued use of the existing methodology for the distribution of roads related capital resources as detailed in section 3.0 of this report.

Resource Implications

Participation in the annual SRMCS survey is managed within existing budgets. The information gleaned from the annual survey is used to target approved roads maintenance budgets in future years and to support the case for sustained long term investment in Fife's road asset.

Legal & Risk Implications

There is a direct relationship between road maintenance funding and road condition, and it is important that enough funding is available to maintain roads in adequate and safe condition and there is sufficient investment to avoid the development of a second-class road network and unsustainable backlog of repairs.

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

Annual results from the SRMCS are reviewed by Society of Chief Officers of Transportation in Scotland (SCOTS) and are reported to Audit Scotland, who monitor road condition performance across Scotland and who undertake audit visits to selected roads authorities periodically and issue audit reports to the Scottish Government and for public release. Finance were consulted in developing this report.

1.0 Background

Context

- 1.1 The report presented on 24th October 2019 to the Economy, Tourism, Strategic Planning & Transportation Committee (2019.ETSPT 48 para. 112 refers) advised of the 2017-19 SRMCS results. Following a period of steady investment in road maintenance, Fife's road condition had been steadily improving.
- 1.2 To provide information covering wider aspects of road condition in Fife, this report also includes information on road defect performance.

Road Condition Indicator (RCI)

- 1.3 From 2004, a carriageway condition Statutory Performance Indicator was introduced across Scotland. This indicator is: *The percentage of the road network that should be considered for maintenance treatment.*
- 1.4 The RCI is produced from the annual Scottish Road Maintenance Condition Survey (SRMCS). The SRMCS survey information is collected and processed centrally by an independent contractor engaged by Society of Chief Officer of Transportation in Scotland (SCOTS). Surveys are undertaken by means of machine-based measurement on a specified sample of each council's road network.
- 1.5 The RCI is calculated over a two-year rolling period for A, B and C class roads and a four-year rolling period for Unclassified roads. The annual survey covers the network as follows:
 - > A class - 100% in one direction
 - > B & C Class - 50% in one direction
 - > Unclassified - 10% random sample selected by contractor and excluding short sections
- 1.6 In relation to the RCI, 'considered for maintenance treatment' means there is likely to be some defect in the condition of the road, but roads authorities will need to carry out more detailed investigations and prioritisation of need in the development of their future road maintenance programmes.

Road Defect Performance

- 1.7 The report 'A Risk-Based Approach to Road Maintenance' was presented to and approved by this committee on 24th October 2019 (2019.ETSPT 45 para. 104 refers). This proposed a change away from an intervention-based approach to a risk-based approach as an improved method going forward. Whilst the policy approach was to commence fully on 1 April 2020, this required around 4 months of lead-in time to develop new inspection routes, guidance and training for those involved in road asset condition inspections and live testing of the new policy principles. This meant that for a period of time both policy approaches were running concurrently, and this has impacted on the quality of the statistics and has made it difficult to compare the results with previous years. Further, the last few weeks of the financial year, usually a very busy period were deeply impacted by the national lockdown and only a very limited inspection and patching service was able to be delivered in that period.
- 1.8 The previous policy approach categorised road defects into two categories. Category 1 is for defects promoting an unacceptable safety hazard to users. Category 2 is for

defects which equal or exceed 40mm at the time of inspection or are likely to reach that threshold before the next scheduled inspection.

- 1.9 Figures for the number of road defects identified and the performance in dealing with repairs are collated quarterly. The service is in a period of transition from an old paper/electronic maintenance management system into a full end to end electronic system. This has proven to be a challenging exercise and has required many changes to systems and processes and it has proved difficult to verify the statistics with the usual level of confidence.
- 1.10 The targets are to repair 99% of Category 1 defects within 24 hours and to repair 95% of Category 2 defects within 5 working days, however these targets have proved to be unachievable in recent years.

Carriageway Maintenance Backlog

- 1.11 In 2004, WDM Ltd, were commissioned by SCOTS to create a financial model quantifying the road maintenance backlog on the Scottish local authority road network. The model uses data from the SRMCS, uses rates supplied by roads authorities and uses different treatment types according to the nature of the defects.

2.0 Road Condition Results

Road Condition Indicator

- 2.1 The RCI results from 2009-11 to 2018-20 are shown in Table 1 below

YEAR	Network	A Class	B Class	C Class	Unclassified
2009-11	37.5%	36.9%	36.7%	31.6%	39.3%
2010-12	36.4%	35.6%	33.6%	31.0%	38.6%
2011-13	34.1%	33.9%	31.3%	28.8%	35.2%
2012-14	33.0%	31.3%	33.6%	28.7%	34.4%
2013-15	33.8%	29.6%	37.3%	31.3%	34.6%
2014-16	32.6%	26.8%	33.6%	29.9%	34.4%
2015-17	32.6%	27.4%	33.1%	28.7%	34.7%
2016-18	31.8%	29.9%	33.8%	28.3%	32.6%
2017-19	31.9%	30.7%	34.8%	31.3%	31.6%
2018-20	32.3%	31.7%	34.1%	32.8%	31.9%

Table 1 – Fife’s Road Condition Indicator Results

Note: A reducing percentage indicates road condition is improving

- 2.2 Compared to the results for 2017-19, the 2018-20 results show a deterioration in the condition of A, C and U Class roads, an improvement in the condition of B Class roads and the overall road network condition is deteriorating.
- 2.3 A degree of caution and engineering judgement is required when analysing the results for urban unclassified roads. Due to the lower speeds on these roads, it is generally pothole defects and cracking rather than sub-standard surface profile and texture defects which are the main issues when considering maintenance of urban unclassified roads.
- 2.4 Structural carriageway maintenance projects are delivered through the seven Area Roads Programmes (ARPs) and reported to the Area Committees for approval and subsequent monitoring. Collectively this provides Fife’s annual carriageway maintenance programme. As a new initiative and method of improved information sharing to elected members the updated details of the annual ARPs are available by copying and pasting the following link:

2.5 Treated lengths of road type over the last three years are as follows:

Fife Road Class Length and %			2017-18		2018-19		2019-20	
Class	Length (km)	%	Length treated (km)	%	Length treated (km)	%	Length treated (km)	%
A	330.2	13.4	25.9	47.6	9.7	30.4	10.3	26.7
B	334.6	13.6	11.7	21.4	5.4	16.7	7.3	19.0
C	352.3	14.3	1.8	3.2	4.2	13.0	4.8	12.4
U	1449.1	58.7	15.1	27.8	12.8	39.9	16.1	42.0
Total	2466.2	100	54.4	100	32.1	100	38.5	100

Table 2 – Treated Road Lengths and Class Type 2017-18 and 2018-19

2.6 The ARP carriageway programmes are targeted at the areas of greatest need as identified by the SRMCS surveys and the budget strategy is aligned to this objective. There was a significant reduction in road length treated in 2018-19 followed by a slight increase in 2019-20. Due to the timing of the SRMCS annual surveys and the related reporting timetable, there is effectively a two-year lag effect before the impact of any increase or decrease in investment shows in the RCI outcome. With reducing budgets, it will not be possible to prevent a decline in road condition.

Future Impact on Fife’s Road Condition Indicator

2.7 As shown in Figure 1 below, the sustained investment in carriageways structural maintenance from 2009-10 has resulted in a generally improving trend for Fife’s road network condition. The increased investment was mostly funded from prudential borrowing which required an annual £0.315m reduction in the roads revenue structural maintenance budget which amounted to a cumulative reduction of £3.15m since being implemented. This revenue budget sacrifice ended in 2018-19.

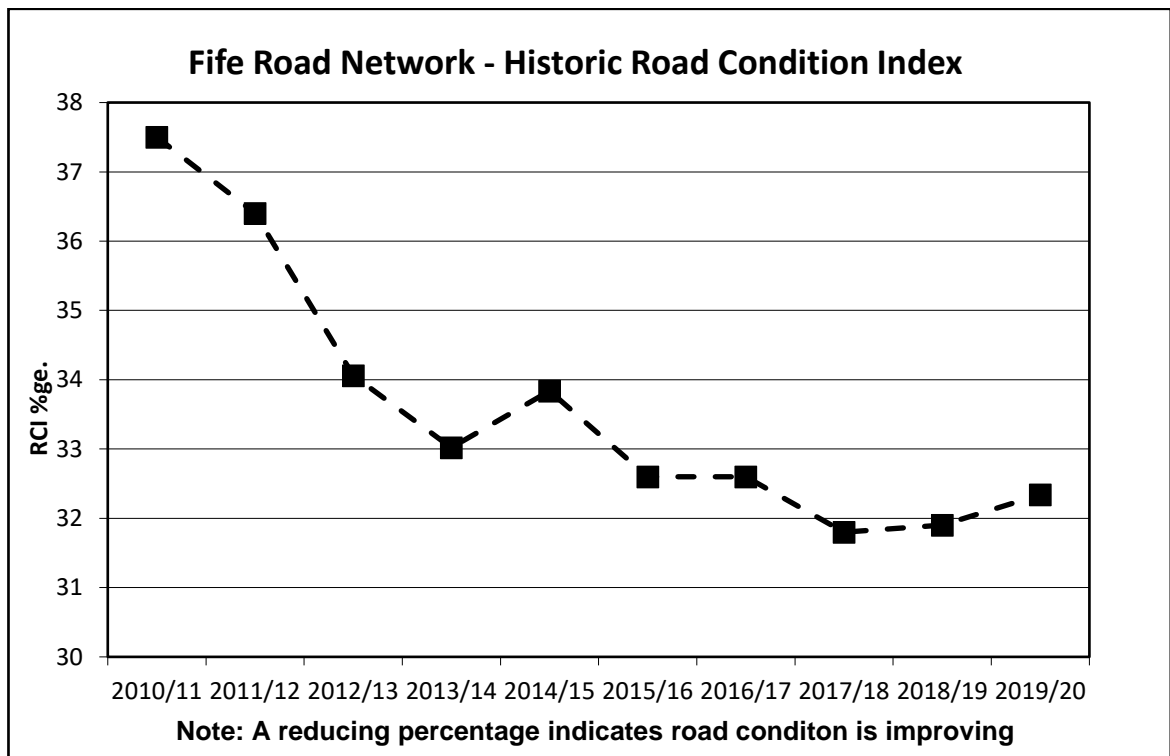


Figure 1 – Historic Road Condition Index

- 2.8 Following a period of improvement in Fife's RCI 2010-11 – 2013-14, the following period has remained positive, but the most recent results have remained almost static. Of most concern has been the downturn in standard in the A Class network.
- 2.9 Table 3 below shows that over the next five years* there will be a significantly lower average annual capital budget compared to the capital investment over the last five years.

[* The Capital Plan is due to be reviewed from 2021-22 onwards]

15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24-25
£7.79m	£7.22m	£8.34m	£6.64m	£7.45m	£6.08m	£5.20m	£5.00m	£5.00m	£5.00m
Total 5 Year Investment £37.44m					Total 5 Year Budget £26.28m				
Average Annual Investment £7.49m					Average Annual Budget £5.26m				

Table 3 – Capital Budget for Carriageway Maintenance

- 2.10 Whilst investment has remained at around £7.5m pa over the last five years, there will be a substantial reduction in available funding of 30% over the next five-year period. The carriageway maintenance allocation comes from the reducing annual block budget that also covers bridge maintenance, footway maintenance and street lighting replacements. To accommodate some of the high value Bridges Projects as detailed within a separate report to this committee money needs to be reallocated from within the block allocation thereby reducing the resources available for carriageway maintenance. Given the linkage between funding and RCI, the Fife road network condition is likely to deteriorate further in the medium to long term. This prediction is based on the current budget scenario, however there remains an opportunity to review the capital plan on a 2-yearly cycle.

Road Defect Performance

- 2.11 Further to the comments in para 1.7-1.10 above, the road defect performance results from 2009-10 to 2019-20 are shown in the following table.

Year	Category 1 (24 hours)			Category 2 (5 days)		
	Number Identified	% Repaired Within Target	Target	Number Identified	% Repaired Within Target	Target
2009-10	735	99.7%	99%	24,559	92.5%	90%
2010-11	591	100%	99%	31,350	86.1%	90%
2011-12	352	99.4%	99%	30,916	96.4%	90%
2012-13	1,405	98.6%	99%	29,840	82.8%	90%
2013-14	552	99.8%	99%	29,119	91.1%	90%
2014-15	447	96.9%	99%	25,136	90.1%	90%
2015-16	566	98.9%	99%	28,622	91.1%	90%
2016-17	272	94.5%	99%	22,510	79.5%	90%
2017-18	562	76.3%	99%	24,172	66.2%	90%
2018-19	551	77.1%	99%	26,348	57.2%	90%
2019-20	462	50.29%	99%	20,280	42.6%	90%

Table 4 – Road Defect Performance

- 2.12 The repair targets relate to the relevant time to repair the identified defect. All defects were still repaired even although outside the targets. Significant issues have been experienced with the inspection and repair recording system which makes the

performance figures unreliable and not in line with our perception of the ‘on the ground’ experience. The new Risk Based Policy Approach is now fully in place and with a new and improved IT system for inspections and repair monitoring now having moved into the ‘go-live’ operational phase, it is expected that our confidence in the data and the repair performance will improve in the coming year.

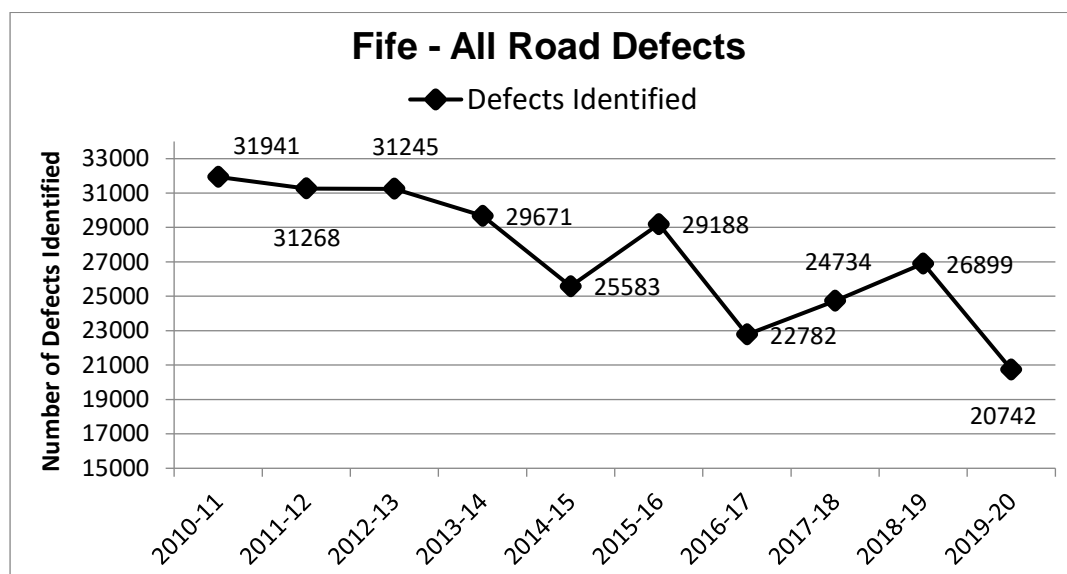


Figure 2 – Road Defects

- 2.13 Linked to the capital investment and the improved RCI highlighted in para 2.8 above, there has been a decreasing trend in the number of road defects identified since 2010 / 2011. The figure for 2019/2020 is surprising. It is considered that it reflects not only the impact of the lockdown and a reduction in pavement damage due to a milder winter but also a data problem arising from a change in methods/systems. Work is ongoing to improve our confidence in these statistics, but resources are fully employed in rolling out the new systems. These results hence come with a health warning and will require further investigation and review to establish their veracity.

Road Maintenance Backlog Results

- 2.14 In 2004, WDM Ltd, were commissioned by SCOTS to create a financial model quantifying the road maintenance backlog on the Scottish local authority road network. The model uses data from the SRMCS, uses rates supplied by roads authorities and uses different treatment types according to the nature of the defects.
- 2.15 The model developed to assess the backlog has been reviewed to achieve closer alignment with actual treatments used by roads authorities, particularly the extensive use of thin surfacing.
- 2.16 The following table shows a comparison of the 2017 and 2019 backlog model outputs. There has been no change since last year since this national exercise is carried out 2-yearly and the updated results will only be available next year.

Year	2017 (based on 2019 Rates)	2019
Fife Backlog	£80.2m	£77.6m
Scotland Backlog	£1,919m	£1,888m
Fife as % of Scotland	4.18%	4.11%
Fife Predicted Steady State	£12.372m	£12.056m

Table 5 – Road Maintenance Backlog

2.17 The 2019 result showed that for a steady state in Fife's road condition, investment of around **£12m** is required to preserve this key aspect of public infrastructure.

3.0 Methodology of Roads Related Capital Allocations 2021-22

3.1 The report approved on 9 May 2019 by the Economy, Tourism, Strategic Planning & Transportation Committee (2019.E.T.S.P&T.39 para. 88 refers) approved the principles, methodology and distribution of available roads related capital resources for the Fife-wide and Area Roads programme allocations.

3.2 Since we often receive queries about how the budgets have been determined, hence the key principles of allocation of the available roads related capital budgets is detailed below:

- Bridge Strengthening – Fife Wide (subject to separate report to this committee)
- Path & Cycleway Upgrades – Fife Wide – mostly external Grant Funding
- Carriageway Maintenance – Area Allocations based on RCI % and road factors
- Footway Maintenance – Area Allocations based on % of urban mileage
- Route Action Reduction Plans/Traffic Signals/Disabled Bays – Fife Wide on need.
- Road Safety/Traffic Management – Area Allocations based on population %
- Street Lighting Column Replacement – Fife Wide based on need

3.3 This methodology has operated successfully over the last few years and it is considered that it is still sufficiently robust to use going forward. In future years as, capital resources reduce further we may have to review the allocation model again to safeguard key aspects of Fife's road infrastructure.

4.0 Conclusions

4.1 At 32.3%, Fife's RCI, shows a slight deterioration from last year. However, due to earlier investment in carriageway maintenance, the RCI has improved from 37.5% in 2009-11 to the current level. Given the linkage between investment and RCI the future RCI trend looks challenging.

4.2 The road defect statistics do not appear accurate and neither relate to our view of the network nor the repair performance. They come with a health warning and are requiring further investigation once resources are available.

4.3 It is anticipated that the new Risk Based Approach to road maintenance and the new inspections and repair recording system will bring forward several benefits that will assist with the road maintenance challenges going forward.

- 4.4 It is considered that the current methodology for distribution of roads related capital resources remains applicable at this time and it is recommended to continue this approach for next financial year.

Background Papers

- Audit Scotland Report: Maintaining Scotland's Roads: a follow-up report 2016

<http://www.audit-scotland.gov.uk/report/maintaining-scotlands-roads-a-follow-up-report-0>
(Copy link and paste).

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1 October 2020
Agenda Item No. 10

Fife Road Casualty Statistics 2019

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

Wards Affected: All

This report is to advise Committee of the numbers and severity of crashes and casualties on Fife's roads in 2019 and the performance against the Scottish Government Road Safety Casualty Reduction targets.

Recommendation(s)

It is recommended that the Committee:

- I. Note Fife's road casualty statistics for 2019 and the performance in respect of the Scottish Government targets for 2020;
- II. Consider and comment on the 2019 road casualty statistics and note that Fife's road safety partners will continue to innovate and work together to meet the challenging casualty reduction targets for 2020.

Resource Implications

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

Legal & Risk Implications

No Legal or Risk Implications.

Impact Assessment

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

Consultation

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

1.0 Background

1.1 Road Safety Strategies

- 1.1.1 The Scottish Government published its Road Safety Framework in 2009. The Framework describes the road safety vision for Scotland, its aims and commitments, and provides Scottish targets for reductions in road deaths and serious injuries to the year 2020 with milestone targets for the year 2015.
- 1.1.2 The Scottish Government plans to publish a new Road Safety Framework covering the period from 2020 later this year. This is likely to provide future targets for reductions in road deaths and serious injuries.
- 1.1.3 The Fife Community Safety Strategy 2015-20 sets out aims/actions to make Fife safer and includes an outcome of *Fewer people are killed or seriously injured on the roads*, setting out a number of actions to achieve this.
- 1.1.4 To assist with the delivery of the Fife Community Safety Strategy outcome of *Fewer people are killed or seriously injured on the roads*, the Road Casualty Reduction Group brings together the organisations delivering road safety initiatives to develop joint working opportunities and share data. The Road Casualty Reduction Group Action Plan sets out these activities.

2.0 Issues and Options

2.1 2019 Casualty Figures

- 2.1.1 The casualty statistics for 2019 have now been finalised by Police Scotland. These results will be forwarded to the Scottish Government to be collated with those from across Scotland for inclusion in Reported Road Casualties Scotland 2019, to be published in the autumn of 2020.
- 2.1.2 The 2019 figures are the lowest total numbers of casualties and crashes ever recorded. The number of slight injuries is a record low; however the numbers of fatal and serious casualties have increased compared to 2018.
- 2.1.3 A summary of the overall Fife casualty statistics for the period 2004-2019 is detailed in Appendix 1 to this report, along with an indication of Fife's performance in respect of the national targets on fatal and serious injuries. Table 1 below summarises the 2019 figures by severity of casualty:

Fife Casualties 2019	
Severity	Number of Casualties
Fatal	15
Serious	128
Slight	277
Total	420

Table 1: Fife Casualties 2019 by Severity Type and Number

A summary of individual fatal crashes is shown in table 2 below:

Fatal Casualty Crash Details			
Date	Urban or Rural area	Location	Casualty
26/01/2019	Rural	A911 between Glenrothes and Milton of Balgonie	Female driver (age 73)
09/02/2019	Rural (Motorway)	A823(M)	Male pedestrian (age 45)
03/03/2019	Urban	Hayfield Road, Kirkcaldy	Male pedestrian (age 57)
04/04/2019	Urban	East End, Freuchie	Female passenger (age 82)
19/04/2019	Rural	A985 west of High Valleyfield	Male driver (age 84)
05/05/2019	Rural	B922 between Kinglassie junction and Cluny	Male driver (age 27)
08/07/2019	Rural	A917 between Elie and St Monans	Male cyclist (age 43)
13/07/2019	Urban	A911 Leslie Road, Glenrothes	Male pedestrian (age 61) and Female pedestrian (age 58)
31/07/2019	Urban	A911 between B969 roundabout and Leslie	Male motorcyclist (age 67)
25/08/2019	Rural	B937 near Heatherhall Woods	Male cyclist (age 66)
21/09/2019	Rural	A91 between Dairsie and Guardbridge	Male motorcyclist (age 54)
26/09/2019	Rural	A913 between Cupar and A92	Male cyclist (age 54)
03/11/2019	Rural	A985 east of Limekilns	Male pedestrian (age 29)
28/11/2019	Urban	Station Road Cardenden	Male pedestrian (age 43)

Table 2: Summary of Fatal Crashes and Fatal Casualties 2019

The figures for 2019 when compared to 2018, highlight an increase in fatal (15 from 10) and serious (128 from 97) injuries, but a reduction in slight injuries (277 from 323). In total, the number of casualties is reasonably similar (420 from 430 last year) but 420 casualties is a record low figure and a good achievement.

2.1.4 A summary of the Fife child casualty statistics for the period 2004 - 2019 is detailed in Appendix 2 at the rear of this report, with the figures for 2019 shown in table 3 below:

Fife Child Casualties 2019	
Severity	Number of Casualties
Fatal	0
Serious	13
Slight	34
Total	47

Table 3: Fife Child Casualties 2019 by Severity Type and Number

In 2019, the number of child casualties was broadly similar to 2018 and it is very positive to note there were no child fatalities in 2019 (2018 had 1 fatal, 9 serious and 35 slight injuries). The very small numbers involved in each category means there will inevitably be some fluctuation from year to year. Of the child injuries, the serious injuries were 2 vehicle passengers, 2 cyclists and 9 pedestrians. The Road Casualty Reduction Group is developing activities specifically targeted at vulnerable road users and these will continue to be developed with further analysis of these figures to inform the activities.

2.2 National Casualty Reduction Targets

2.2.1 The Scottish Government Road Safety Framework sets out targets which are listed in the table 4 below and are based on a percentage reduction on the average figures over the years 2004 - 2008:

Category of Casualty	Year 2020 Reduction Target (%)	Target expressed as maximum number of Casualties p.a. in Fife in 2020
Total Killed	40 %	11
Total Seriously Injured	55 %	72
Children Killed	50 %	1
Children Seriously Injured	65 %	7

Table 4: National Casualty Reduction Targets

- 2.2.2 These are challenging targets, with very small numbers, particularly those for children, and although good progress has been made in recent years continued work and investment will be required by all of the parties involved in road safety in Fife. In addition to the targets listed in Table 4 there is also a target of a 10% reduction in the slight casualty rate by 2020.
- 2.2.3 Fife surpassed the Scottish Government reduction target for child fatal casualties and the slight injury rate, but the other categories are currently above the 2020 target levels. Continued work will be required to meet the challenge of further reductions with the aim of achieving the targets for 2020. The targets for children are based on very small numbers where a minor change can have a significant impact.
- 2.2.4 The new Scottish Government Road Safety Framework is expected to contain new and even more challenging targets for 2020 onwards.

3.0 Monitoring and Evaluation

- 3.1 Appendix 3 of this report depicts Fife's performance against the national targets for 2020 set by the Scottish Government in 2009. The charts show the actual casualties for each target category for the period 2004-2019 together with the decreasing target line.
- 3.2 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 5 below shows the cost per crash and how much this is assessed to cost in Fife terms:

Cost of crashes in Fife in 2019			
Severity of Crashes	Cost per Crash (£) *	2019 Reported Crashes	Total Cost (£)
Fatal crashes each cost	2,196,534	14	30,751,476
Serious crashes each cost	251,458	108	27,157,464
Slight crashes each cost	26,087	184	4,800,008
Damage only crashes each cost	2,344	-	-
Total cost of reported crashes in Fife for 2019			62,708,948

Table 5: Cost of Crashes in Fife 2019

* Based on 2018 values for Great Britain from Reported Road Casualties Scotland 2018 Table 9b, p 87

- 3.3 By comparison the total cost of reported crashes in Fife for 2018 was £45,401,220, including damage only crashes.
- 3.4 Following the implementation by Police Scotland of a new national system to record crashes, information on damage only crashes is no longer available to the Council.
- 3.5 The number of crashes which resulted in injuries was 306, a decrease from 327 in 2018 and a record low as shown in table 6 below:

Severity of Crash	Year				
	2015	2016	2017	2018	2019
Fatal	12	9	5	9	14
Serious	64	78	71	80	108
Slight	353	366	235	238	184
Annual Total	428	453	311	327	306

Table 6: Fife Crashes 2015 to 2019 by Number and Severity Type

- 3.6 Police Scotland collect up to 6 Contributory Factors for each crash, the fact that more than one cause can be identified in a crash means that the same incident can appear under more than one factor. 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 Identified	Severity of Crash			Total	% of overall crashes
	Fatal	Serious	Slight		
Failed to look properly	9	31	72	112	37%
Failed to judge other person's path or speed	5	23	47	75	25%
Poor turn or manoeuvre	2	18	30	50	16%
Loss of control	2	16	17	35	11%
Careless, Reckless	3	12	23	38	13%
Casualty Failed to look	1	13	23	37	12%
Weather conditions	0	12	19	31	10%
Travelling too fast for conditions	0	10	18	28	9%
Sudden brake	1	6	14	21	7%
Casualty Failed to Judge	0	10	10	20	6%

Table 7: 2019 10 most common contributory factors identified

- 3.7 The nature of road safety interventions related to (i) Education, (ii) Encouragement and (iii) Enforcement (the 3 E's) makes it very difficult to demonstrate a direct link between any one initiative and the number and severity of crashes it prevents. It can be seen though that the combination of 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 annual analysis of the worst crash sites to allow the prioritisation of schemes and ongoing monitoring to 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).
- 3.8 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.
- 3.9 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.

4.0 Conclusions

- 4.1 The total numbers for both crashes and casualties in 2019 are the lowest ever recorded.
- 4.2 The overall numbers of casualties show a long-term reducing trend, albeit with the relatively small numbers in each category not always reducing year on year. Comparing 2019 with 2018, the number of fatalities increased to 15 from 10 and serious injuries to 128 from 97 but slight injuries reduced to 277 from 323 giving a total for 2019 slightly below that recorded in 2018.
- 4.3 It is positive to note there were no child fatalities in 2019. The overall number of child injuries recorded is at a similar level to 2018.
- 4.4 Continued work will be required to meet the challenge of achieving the Scottish Government casualty reduction targets for 2020 and future targets with some categories results higher than the target reduction level. The Road Casualty Reduction Group will continue to develop and implement innovative measures with the aim of delivering further reductions in casualties.
- 4.5 The majority of the fatal injuries occur on inter-urban/rural roads which remain a focus for road safety initiatives including the implementation of Route Accident Reduction Plans and enforcement activity by Police Scotland.

List of Appendices

Appendix 1 – Fife Casualty Statistics 2004 – 2019.

Appendix 2 – Fife Child Casualty Statistics 2004 – 2019.

Appendix 3 – Fife's performance against the national targets to 2020.

Background Papers

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

- Fife Community Safety Strategy - [Fife.gov.uk - Community Planning > Fife Community Safety Partnership](#)
- Scotland's Road Safety Framework to 2020 - [Transport Scotland Road Safety Framework](#)

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Appendix 1

Fife Casualty Statistics 2004 to 2019 & Reduction Targets

Year	Killed	Serious	Slight	Total
2004	30	184	798	1012
2005	15	172	742	929
2006	19	189	701	909
2007	14	138	634	786
2008	14	116	611	741
2009	6	114	647	767
2010	13	119	594	726
2011	11	91	495	597
2012	7	100	442	549
2013	11	85	454	550
2014	12	80	436	528
2015	12	72	480	564
2016	10	87	510	607
2017	5	82	334	421
2018	10	97	323	430
2019	15	128	277	420

People Killed reduction targets for 2020

2004 to 2008 average = 19 per annum

Year 2020 Target maximum = 11 (40% reduction)

People Seriously Injured reduction targets for 2020

2004 to 2008 average = 159 per annum

Year 2020 Target maximum = 72 (55% reduction)

Appendix 2

Fife Child Casualty Statistics 2004 to 2019 & Reduction Targets

Year	Killed	Serious	Slight	Total
2004	5	23	105	133
2005	1	22	98	121
2006	2	27	65	94
2007	0	15	71	86
2008	1	12	69	81
2009	0	20	65	85
2010	0	11	80	91
2011	0	18	60	78
2012	0	12	45	57
2013	0	2	48	50
2014	1	4	32	37
2015	1	7	34	42
2016	1	9	63	73
2017	0	13	31	44
2018	1	9	35	45
2019	0	13	34	47

Children Killed reduction targets for 2020

2004 to 2008 average = 2 per annum

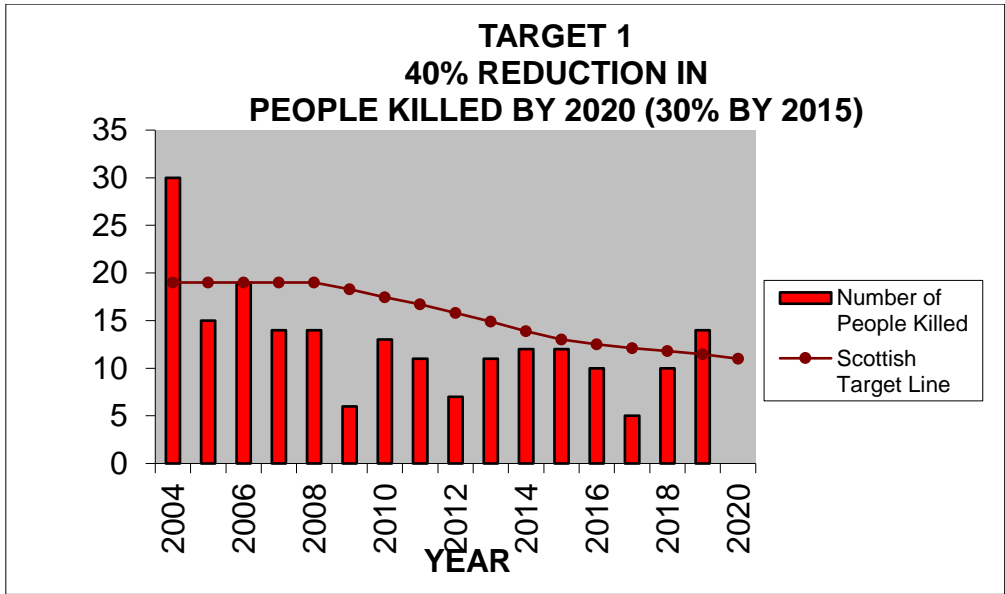
Year 2020 Target maximum = 1 (50% reduction)

Children Seriously Injured reduction targets for 2020

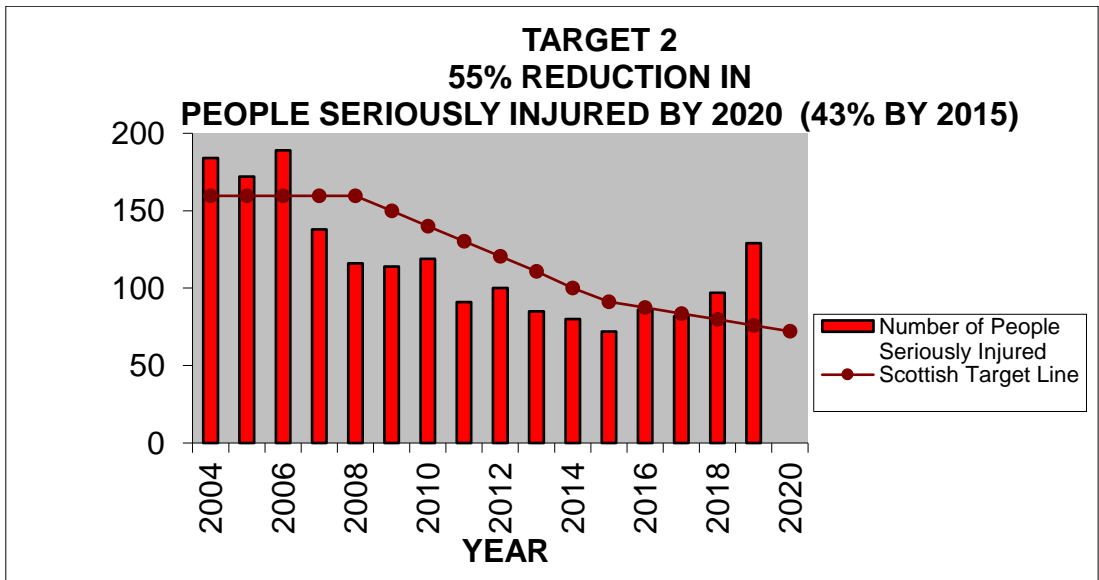
2004 to 2008 average = 20 per annum

Year 2020 Target maximum = 7 (65% reduction)

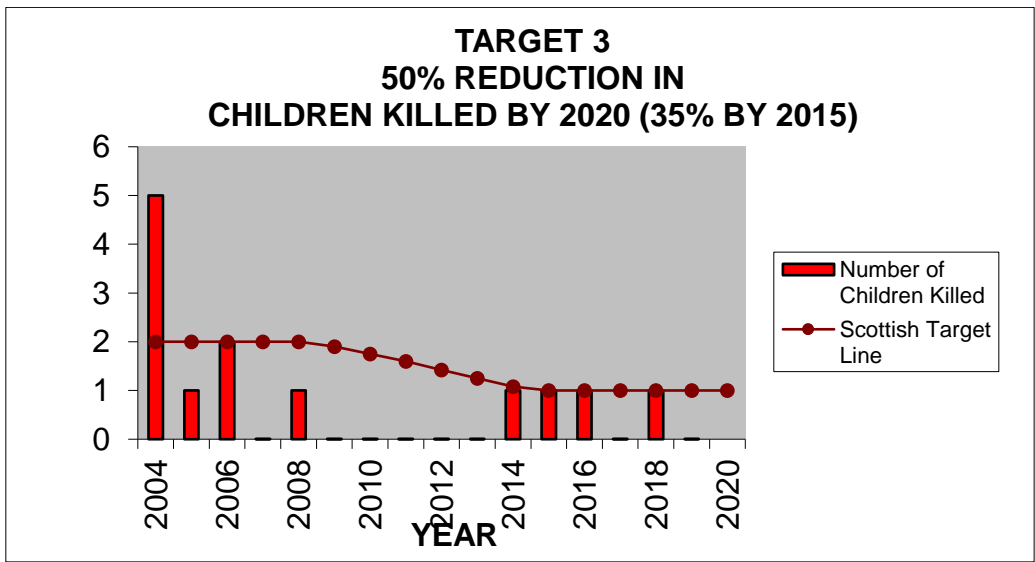
Appendix 3



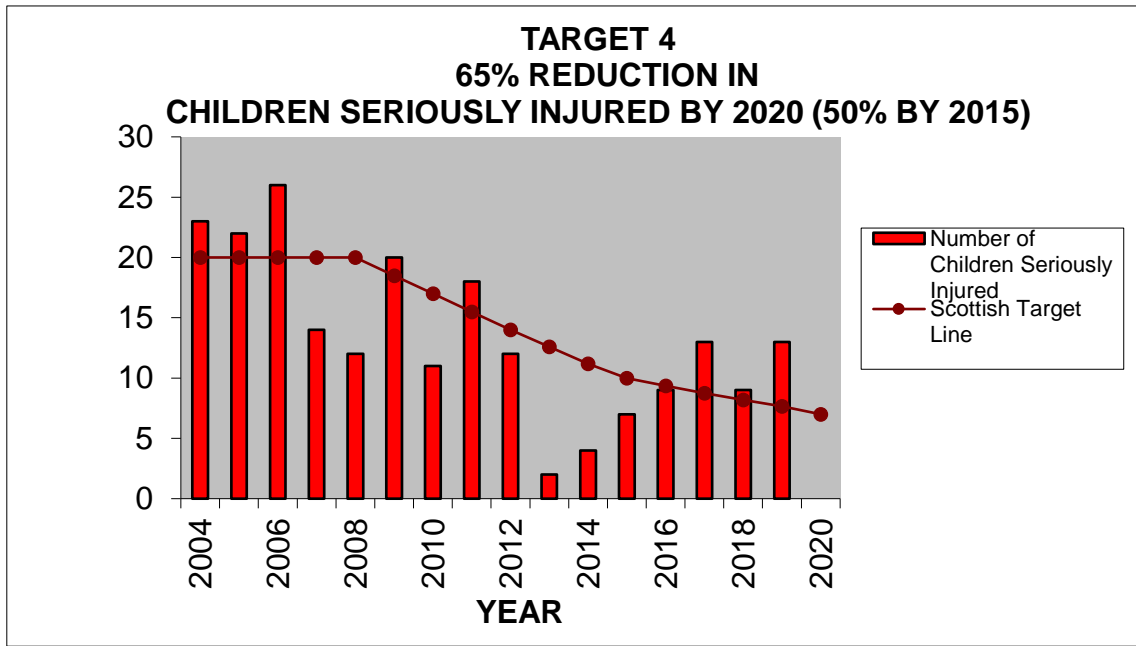
Graph 1: Target 1 - 40% reduction in people killed by 2020



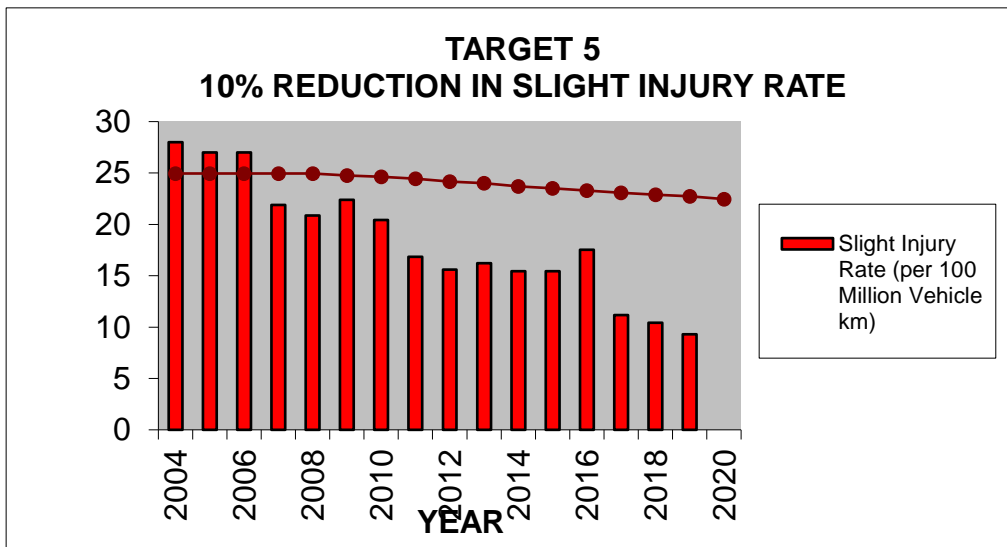
Graph 2: Target 2 - 55 % reduction in people seriously injured by 2020



Graph 3: Target 3 - 50% reduction in children killed by 2020



Graph 4: Target 4 - 65% reduction in children seriously injured by 2020



Graph 5: Target 5 - 10% reduction in slight injury rate

1 October 2020

Agenda Item No. 11

BUSINESS GATEWAY FIFE ANNUAL PERFORMANCE 2019/20

Report by: Gordon Mole, Head of Service, Business & Employability

Wards Affected: All

Purpose

The purpose of this report is to provide for an annual overview of the performance of Business Gateway Fife Ltd in delivering services during the period April 2019 to March 2020, including Fife Council's financial assistance to businesses scheme. The report provides information on performance and highlights areas of service development.

Recommendations

It is recommended that the Committee agrees to:

1. Consider the performance, expenditure and activity information on Business Gateway Fife for 2019/20, as detailed in this report;
2. Note the progress made in terms of ongoing service and system integration to improve business efficiency and performance at Business Gateway Fife.

Resource Implications

Business Gateway is a national programme funded by the Scottish Government to provide a consistent business advice and support service for stimulating pre-start, new start-up and engaging with existing businesses in a consistent manner throughout the country. Since 2008, delivery of this service has been devolved to local government. The budget allocated to deliver Business Gateway contract services for 2019/20 was £811,728. In addition, £145,000 spend was allocated to deliver repayable investments for small to medium sized businesses through the Fife Investment Fund (FiF).

Financial Year	2016/17	2017/18	2018/19	2019/20	2020/21
Business Gateway Fife Revenue Budget	£895,000	£895,000	£842,000	£811,728	£811,728
Fife Investment Fund	£245,000	£160,000	£145,000	£145,000	£145,000

Legal & Risk Implications

The Service Manager, Economic Development is responsible for the Strategic and performance oversight for the delivery of Business Gateway services with Business Gateway Fife Ltd, an arms-length external organisation wholly owned by Fife Council. The Council is represented on the Board by a Councillor nominee appointed by the Economy, Tourism, Strategic Planning & Transportation Committee, along with the Head of Service, Business & Employability. Robust monthly monitoring is carried out on performance against service delivery, including income drawdown analysis and approvals.

In the medium term, Brexit may lead to a reduction in external funding, EU funding currently represents circa 33% of total funding, both UK and Scottish Governments have indicated that they hope to continue to support activities which currently receive EU funding after Britain leaves the EU. The Service will continue to monitor this accordingly.

Impact Assessment

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

The Fairer Scotland Duty, which came into force on 1 April 2018, requires the Council to consider how it can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. Both the Plan for Fife and Fife's Economic Strategy align with this Duty in their commitment to working towards achieving inclusive economic growth, which is shared by all. The proposed action plan strengthens or will activate additional workstreams that contribute to the delivery of the Fife Economic Strategy and its aims to deliver further economic growth across Fife.

Consultation

The Head of Legal and Democratic Services and Head of Finance were consulted in the development of this report.

1.0 Background

- 1.1 Business Gateway Fife Ltd is an arms-length company, wholly owned by Fife Council (limited by guarantee) which was established, originally as a joint venture with Scottish Enterprise Fife, to deliver the Business Gateway services throughout Fife. Fife Council is the sole member of the company however, the company is governed by a business led board.
- 1.2 Business Gateway offers information, advice and guidance to people thinking about starting up in business or growing their existing business. It is a national service with built in local flexibilities providing business solutions on a one-to-one basis for businesses with growth potential. It is supported by a national Enquiry Service and a national website with local microsites. Business Gateway services are managed by 18 Lead Local Authorities across Scotland. The Service Manager, Economic Development represents Fife on Business Gateway national governance groups and Scottish Local Authorities Economic Development Strategic Business Group (SLAED).

- 1.3 Fife Council ensures that the services provided through Business Gateway are meeting the needs of the Fife business community and responds to market demand. The successful delivery of Business Gateway services is vital to achieving the council and its strategic economic and business development objectives. In this regard, Fife Council seeks to continuously develop and deliver services closer to business users, to develop genuine business engagement and achieve more local accountability for the services it delivers.
- 1.4 The Council's Business and Employability service also works to integrate with other local authority services such as procurement, property, planning, trading standards and business rates teams. Furthermore, Business Gateway services are dovetailing more effectively with national enterprise agencies and intermediaries to improve alignment and coverage. The provision of a 'one door approach' for the delivery of business development services and partnership working is fundamental to maintaining and improving Fife's business customer experience and contributes to growing local business success.
- 1.5 The policy rationale for Business Gateway Fife is that it addresses two key objectives of Fife's Economic Strategy 2017-2027:
- To ensure that small to medium sized businesses seeking to start-up and grow have access to high quality advice, local information and support; including how to access business finance; and
 - To improve Scotland's and Fife's historic low business birth-rate and the slow rate of growth and productivity of indigenous businesses.

In addition, to addressing these objectives, Fife Council promotes an enterprising and entrepreneurial culture at grassroots level through education collaboration and stimulating awareness of, and demand for, business support services (both public and private sector) among Fife's business base. The Council was successful in being awarded the Most Enterprising Place in Britain at the Enterprising Britain UK Awards in October 2018. This initiative continues to dovetail with Developing Young Workforce agenda. A twice-yearly enterprise in education newsletter provides case studies on some of the good news stories and projects being delivered across Fife.

2.0 Issues and Performance

- 2.1 The Business Gateway Fife delivery model makes an important contribution to the Government's objectives for growing the Scottish economy. It offers an opportunity to support the creation of a large pool of new start businesses, and to encourage existing businesses to grow. Ensuring business sustainability remains a key priority for Business Gateway and follow up contacts are made after an initial trading period to monitor business survival rates. It is essential that Fife Council continues to identify areas of market failure and opportunities to improve the provision of information, advisory services for businesses including access to modest levels of repayable grant and loan funding. Importantly, there is a need to adapt and remain flexible to economic conditions and to ensure business needs are addressed.
- 2.2 Business Gateway Fife also works closely with Opportunities Fife Partnership and Developing Young Workforce (DYW) to support the Council's employability objectives, helping identify opportunities for placements and training positions with employers for young people and other key employability client groups.

- 2.3 Ongoing efficiencies and developments have been made to the delivery of services during 2019/20 to increase market awareness and penetration. In addition, further performance and service system developments have been introduced. It is intended that these ongoing developments will assist comparable performance across our family of benchmark local authorities for 2020/21 operations that will allow the services to remain resilient to support the economic challenges ahead.
- 2.4 The ongoing delivery of the *Expert Help* programme, to provide access to an appropriate range of specialist expert advice in areas such as finance, business strategy, market development, digital solutions and innovation continues to be fundamental to the delivery of services. This enhanced advisory service has proved to be very successful and the outcomes have shown that the demand justified a new pan-Scotland service being incorporated as part of a European programme.
- 2.5 The *Expert Help* Programme is delivered through a procurement Contractor Framework which is in place for Business Gateway Fife to ensure delivery of a transparent service and engagement with a wide array of private sector consultants. This is reviewed each year to ensure service provision remains fit for purpose and to identify any gaps in specialisms required by businesses.
- 2.6 As part of the ongoing alignment to Fife Council Corporate Governance procedures, continuous improvement measures continue to be put in place to provide effective performance systems. This is to ensure monitoring and recording of key indicators and scrutiny of budgets accordingly (as set out in Appendix One to this report).

2.7 *Business Start Up*

2.7.1 615 start-ups were supported in 2019/20 against a target of 600 (up by 63 on previous year). It is anticipated that these start-ups will support the creation of 813 jobs (up 93 on previous year) and £18 million based on 3 year projected turnover. Start-ups by Women were **49%** of total start-ups, which is well above the national average and up by 1.6% on last year. Young People start-ups equate to **25%** of overall delivery, which is encouraging performance and linked to the introduction of a small grant to assist young people. (Table One, provides a more detailed analysis).

2.7.2 As set out in Fife's Economic Strategy, Fife Council continues to prioritise start-up services to support enterprise and employment opportunities within Fife and across communities, to stimulate the continuing poor performance of the economy in Mid-Fife. This has been necessary to support the enhancement of existing elements within the service in a bid to increase market penetration and to work more effectively with the pipeline of start-up and aspirational growth businesses at an earlier stage.

That said, it is fundamental for the strategy to remain focussed on services that will support the early growth start-up market and using more digital and online solutions to support the volume of life-style businesses. This allows the service delivery to focus on much needed resources to support the growth of start-up businesses more effectively.

2.8 *Business Growth*

2.8.1 BG's activity during 2019/2020 showed increased levels of face to face engagement with businesses during this period and 1384 individuals attended 197 surgeries and training workshops. Through wider economic development provision, tailored solutions are delivered to client groups (such as female/young people/olderpreneurs) as well as business industry sectors (such as manufacturing, tourism including food/drink production) to assist with increased trade development, innovation and digital solutions.

2.8.2 Increased levels of local advisory and specialist service support have resulted in an increase in the rate of new business formation and promoted sustainable growth amongst existing firms and increases in their business capacity. This service saw business support to 1173 indigenous businesses (up by 306 assists from last year).

2.8.3 Fife Council continues to actively deliver an enhanced European Business Competitive Programme for Small and Medium-sized Enterprises (SMEs) across Fife. During 2019/20, 98 businesses received more intensive Expert Help assistance from 31 specialist advisors (analysis set out in Appendix Two to this report).

This programme complements existing Fife business services, with a menu of assistance accessible at key stages of the business's development including:

- Building Growth Capacity
 - Capacity building for sectors and clusters of activity
 - Diagnostic review assessments
 - Access to Specialist Sector Advisers – low carbon, tourism, Digital
 - A dedicated HR Employability Adviser (aligned to improve referral to Employability Providers)
- Growth Services
 - Provision of advisory support (including allocation of a dedicated growth advisor)
 - Access to expert help – leadership, financial analysis, strategic planning, investment, digital solutions, procurement
 - Access to ad-hoc growth-related training workshops and courses

2.8.4 As a result of legacy Fife Task Force interventions, we continue to seek provision from additional growth advisers to support local businesses in Mid-Fife and surrounding areas. To assist local manufacturing businesses and their supply chain who are faced with stagnant or declining demand; to identify new markets and to find innovative solutions that allow them to safeguard jobs, through dedicated support from specialist industry advisers.

A number of 2019/20 headline performance indicators are outlined over page:-

BG Target Performance Table 1

<i>Measure</i>	<i>Target 18/19</i>	<i>Actual 18/19</i>	<i>Target 19/20</i>	<i>Actual 19/20</i>	<i>Target 20/21</i>
BG Start Up Services					
Business Skills Workshops	60	71	70	65*	50
Business Skills Attendees	480	526	560	520	520
Total Start Ups	600	552	600	615	600
<i>-Starts By Women</i>		305		299	
<i>-Growth Starts</i>	60	48	50	37**	50
No of job created from Total Starts		720		813	

BG Business Growth Services					
Business Skills Workshops	100	136	90	132*	70
Business Skills Attendees	800	965	720	864	560
Business Advisory Services		867		1173	
Expert Help Assists	110	137	125	98	125

*actual higher than target as we deliver additional ad-hoc & digital boost events

**tightened the criteria of early stage growth start

2.9 Financial Assistance to Business

Fife Investment Fund (FiF)

- 2.9.1 Fife Council's financial assistance for small business schemes focuses on aspirational growth of new starts and existing businesses within Fife. Businesses require to demonstrate that support will aid sustainability and safeguard existing jobs or support growth, evidenced from increased sales or increased jobs, albeit at modest levels.
- 2.9.2 Fife Council provides funding to allow Business Gateway Fife to administer Fife Council's Financial Assistance scheme to support small/medium sized businesses. Assistance may be provided for a range of property, product, process improvements, innovation and market assistance. Up to a value of £10,000 of repayable grant with no interest-bearing requirements.
- 2.9.3 During 2019/20, 33 funding applications were approved across a variety of industry sectors, this investment is forecast to create 58.5 jobs over 3 years. These performance levels continue to demonstrate the successful delivery of the fund and highlights the benefits that even low levels of financial support can provide for small to medium businesses across Fife.
- 2.9.4 Furthermore as part of the Council's European SME Competitiveness Programme for Businesses – we provide a Workforce Development Upskilling and Trade Development Grant up to a value of £2k with a robust business case. 98 applications were approved for support during 2019/2020. This demonstrates the need for local financial support to businesses, to assist with training opportunities for employees as well as assistance to engage in new markets, attend exhibitions and review digital trading platforms.
- 2.9.5 The introduction of a new system process to ensure all project spend adheres to agreed timelines has proven successful. Business projects can experience lengthy delays and be scaled back due to economic conditions at any time. This functionality allows immediate write-backs to the fund balance to release previously committed funds, allowing approval of further applications that could not otherwise have been supported.
- 2.9.6 Fife Council continues to be a key driver in the delivery of the pan-Scotland local authority loan fund – **Business Loans Scotland (BLS)**. The financial delivery is now 100% provision ERDF funding by the Scottish Government. During 2019/20 4 Fife commercial loans were approved to the value of £223,500.

A number of 2019/20 headline performance indicators are outlined below:

BG Financial Performance Table 2

<i>Measure</i>	<i>Actuals 17/18</i>	<i>Actual 18/19</i>	<i>Actual 19/20</i>
Fife Investment Fund			
Number of Applications Approved	50	22*	33*
Value of Applications Approved for Payment	£152,866.48	£73,627.42	£198,167.63**
Jobs created/safeguarded	345.5	131	154.5

*the introduction of 3 year SME ERDF Grant has assisted the demand on local fund

** overspend is due to rolling commitment from previous year

2.10 Enterprise Hub Network Development

2.10.1 As part of a series of ongoing measures to stimulate enterprise and entrepreneurship, Fife Council continues to review opportunities to develop a proposed network of Enterprise Hubs, as set out in the Joint Programme for Administration, in the main settlements across Fife, to build on the success of the Glenrothes site. Some of which will be aligned to City Deal Funding Proposals.

2.10.2 It is intended that development of more Enterprise Hubs either directly or part of a joint venture approach, will initiate increased local provision of enterprise and business services to commercial and social entrepreneurial start-ups. Furthermore, to engage and stimulate home business owners, sole traders and micro businesses to locate or have access to “hot desk hub-space” and support services within a local community and Town Centre location.

3.0 Conclusions

3.1 In conclusion, 2019/20 has seen Fife Council and Business Gateway Fife continue to provide a wide range of business advice and support to small businesses throughout Fife during often troubled economic conditions such as Brexit challenges. Additional ERDF support has helped extend some of these services across the full spectrum of Fife’s business base however unclear at this stage the Scottish position on replacement UK Prosperity Funds and impact to Fife. Meantime, Fife Council continues to develop opportunities to improve the services delivered by Business Gateway Fife and associated linkages with stakeholders and partners to increase leverage.

3.2 In addition, wider business development programmes such as our successful Culture of Enterprise Programme, Supplier Development Programme (SDP) and Trade Development Programme, (analysis shown in Appendix One) are delivered directly by Fife Council working closely with Business Gateway front facing advisory services. Efforts also continue, to improve integration with other local authority services such as property, planning, trading standards and business rates departments.

- 3.3 For the operational year of 2020/21 with major economic consequences arising from COVID-19 and an attendant recession, Fife Council require to explore how local government can be fully engaged moving forward and respond positively to how the business support environment needs to evolve to address the issues raised in the recent Scottish Government and key agency reviews. With the expected change in approach to relationship management and operating delivery model by the enterprise agencies, the Business Gateway Services should provide responsive, flexible and agile support to business across Fife and importantly the coverage and approach be expanded. The reform area of 'Leading Economic Recovery' will seek to align services to emerging needs.
- 3.4 The provision of a 'one door approach' for the delivery of business development services and partnership working continues to be fundamental to maintaining and improving Fife's business customer experience and contributes to growing local business success and community wealth building. With ongoing aspirations to make it easier for businesses to do business.

List of Appendices

Appendix 1 – BG Key Achievements 2019/20

Appendix 2 – Expert Help Key Achievements 2019/20

Report Contact

Pamela Stevenson

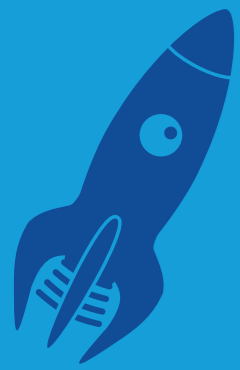
Service Manager, Economic Development

Economic Development

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KEY ACHIEVEMENTS 2019/20



BUSINESS START UPS SUPPORTED BY BUSINESS GATEWAY FIFE

615

NEW BUSINESS START UPS SUPPORTED

CREATING
813

NEW JOBS

WITH AN
£18m

PROJECTED
TURNOVER

SUPPLIER DEVELOPMENT PROGRAMME

125

BUSINESSES SUPPORTED TO IMPROVE THEIR TENDERING SKILLS

36%

OF FIFE COUNCIL CONTRACTS AWARDED TO LOCAL BUSINESSES



SUPPORTING EXISTING & GROWING BUSINESS



1173

BUSINESSES ASSISTED

98

RECEIVING EXPERT HELP TO KICK START PROJECTS

238

RECEIVING HR EMPLOYABILITY ADVICE

DIGITAL BOOST

DIGITAL BOOST

power up your business

84

BUSINESSES RECEIVED 1-2-1 SUPPORT FOR DIGITAL BOOST

FINANCIAL SUPPORT CREATED AN ADDITIONAL

58.5

JOBS



GATEWAY EVENTS



197

WORKSHOPS DELIVERED

1384

ATTENDEES

81%

CUSTOMER SATISFACTION SCORE

SOCIAL ENTERPRISE

13

SOCIAL ENTERPRISE START UPS SUPPORTED

54

BUSINESSES ATTENDED SOCIAL ENTERPRISE WORKSHOPS

99

EXISTING SOCIAL ENTERPRISE SUPPORTED

TRADE DEVELOPMENT

54

TRADE SHOWS ATTENDED

340

BUSINESSES SUPPORTED



CULTURE OF ENTERPRISE

273

SCHOOL EVENTS

6284

PUPILS SUPPORTED TO DEVELOP ENTREPRENEURIAL SKILLS

853

OCCURRENCES SUPPORTING COFE ACTIVITY

Expert Help Framework 2019/20

96 Approvals

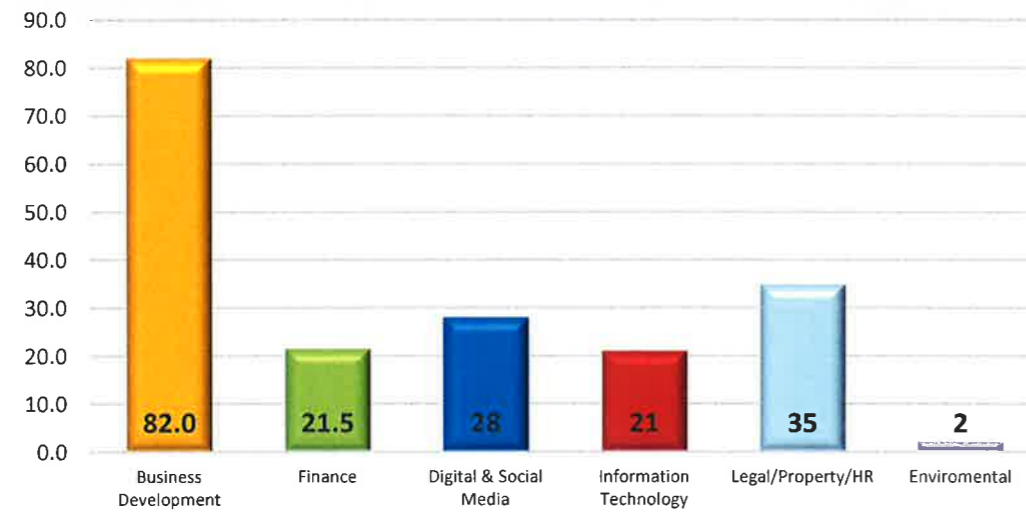
189.5 Days

£106,000 Support Value

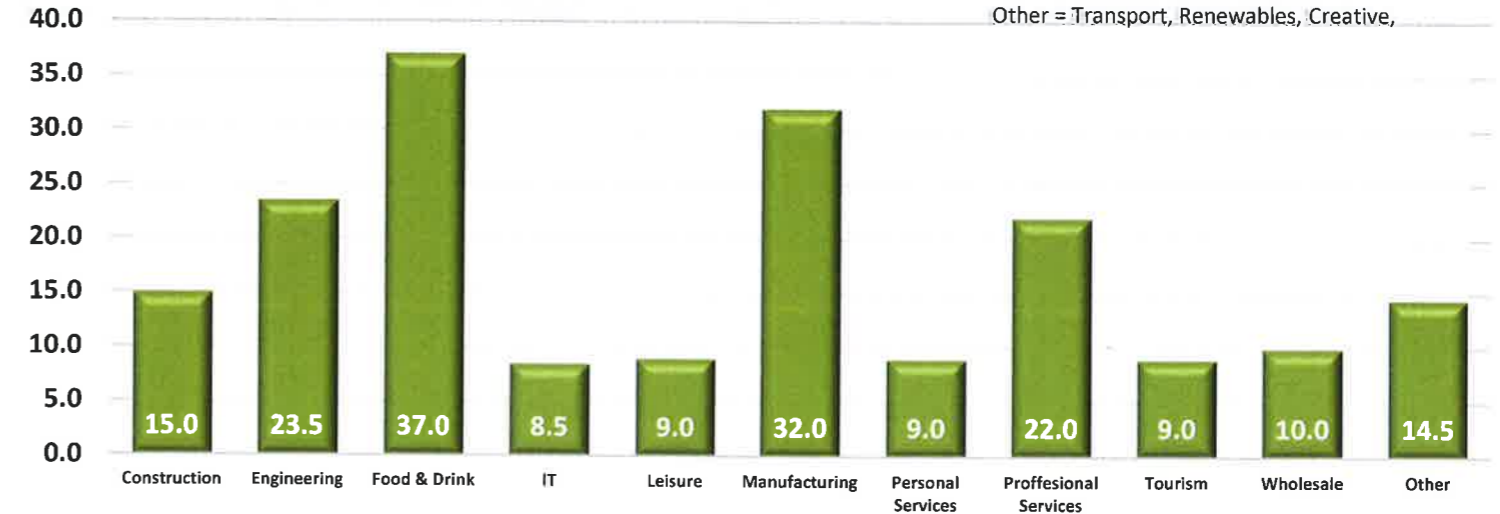
31 Experts used

Over 1,000 Existing Jobs Supported, with estimated **240** Jobs created (within 96 Companies)

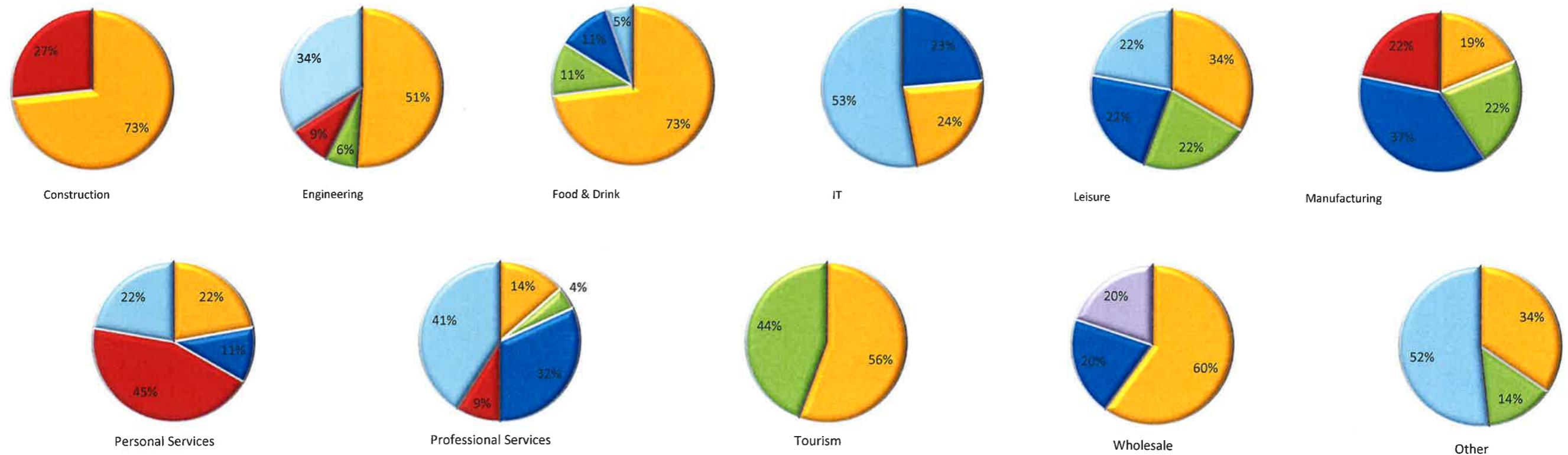
Support by Lot Type



Support by Sector



Sector by Lot Type (Shown as a %)



(Stats shown as days supported)

1 October 2020

Agenda Item No. 12

2019/20 Revenue Monitoring Provisional Outturn

Report by: Eileen Rowand, Executive Director, Finance and Corporate Services
Keith Winter, Executive Director, Enterprise & Environment

Wards Affected: All

Purpose

The purpose of this report is to give members an update on the financial position for the 2019/20 financial year for the areas in scope of the Economy, Tourism, Strategic Planning & Transportation Committee.

Recommendations

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

Resource Implications

None.

Legal & Risk Implications

There are no direct legal implications arising from this report.

Impact Assessment

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

Consultation

None.

1.0 Background

- 1.1 The report summarises the provisional outturn position for 2019/20, taking into account the actual expenditure incurred, and provides an explanation of the main budget variances at section 3.
- 1.2 Section 4 of the report summarises the progress on delivery of approved budget savings and provides an explanation of any variances to the delivery of savings target.
- 1.3 Variances occur for a number of reasons and variances in budget are not always correlated to delivery of savings targets.

2.0 Issues

2.1 Provisional Outturn

- 2.2 Based on current information for the areas falling under the scope of this Committee, of a net expenditure budget of £30.333m the position across all areas is a provisional expenditure of £29.863m resulting in a provisional net underspend of £0.470m, 1.55% of budget.
- 2.3 Appendices 1 and 2 show provisional expenditure against budget across the various areas. It should be noted that the balances are extracted straight from Oracle and are shown as rounded millions. 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) between planned and provisional expenditure and income across service managed budgets, as well as explanations for any significant movements from the last reported position.

3.0 Major Variances

- 3.1 Car & Lorry Parking £0.052m overspend, movement of £0.430m.
This movement from last reported variance is mainly due to deferred essential maintenance works of £0.232m, Energy Saving Project Costs at Ferrytoll of £0.155m, and a reduction in income due to the impact of COVID-19 lockdown of £0.134m.
- 3.2 Bridges & Structures, Harbours, Coasts and Floods (£0.448m) underspend, movement (£0.013m)
This is a result of a planned underspend on Structural Services arising from recruitment delays and an underspend on Bridge Maintenance. £0.400m of this underspend was used as a revenue contribution to Guardbridge capital project. Also there was an increase to budget of £0.231m from council balances for Dunfermline Flood Prevention Scheme which was not previously forecast.
- 3.3 Routine Maintenance £0.408m overspend, movement £0.288m
There was a £0.319m increase in drainage work and gully cleaning due to wet weather and £0.070m increase in traffic signs work and road markings, partly offset with reduction in other routine work.

- 3.4 Roads Structural Maintenance (£0.252m) underspend, movement (£0.253m)
This underspend is due to the impact of a risk based patching trial and delays in planned projects as a precaution when COVID19 started to take hold.
- 3.5 Winter Maintenance £0.872m overspend, movement £0.852m
There was an increase in gritting charges greater than expected and due to late billing these were not identified until late in the financial year. This increase was due to fluctuating weather conditions. There was a 32% increase in gritting from last year - total number of grits was 158 with only 85 budgeted for. This was unexpected at the previous revenue monitor.
- 3.6 Roads Operations (£0.374m) underspend, movement (£0.401m)
There was an overspend in expenditure resulted from higher than anticipated turnover which increased the income by £1.432m, resulting in a net income surplus of £0.374m.
- 3.7 Lighting, Traffic Lights and Lit Signs underspend (£0.270m), movement (£0.192m)
Early plans to utilise the underspend in electricity, arising from the replacement of lanterns with LED energy efficient bulbs, were delayed by procurement difficulties.

4.0 Progress on Budget Savings

- 4.1 Appendix 3 provides details of revenue budget savings for the areas falling under the scope of the Economy, Tourism, Strategic Planning & Transportation Committee, detailing achievements against the current year approved budget savings as at Quarter 4. The appendix details:
- the 3 year budget period for which the savings were approved
 - the title of each saving
 - the savings target relevant to the current financial year
 - the value of saving forecast as deliverable for the financial year
 - a Red/Amber/Green Status for each saving
 - details of any substitute savings
- 4.2 All savings have been categorised using a Red/Amber/Green status and these are described as follows:
- Green – No issues and saving is on track to be delivered
Amber – There are minor issues or minor reduction in the value of saving, or delivery of the saving is delayed
Red – Major issues should be addressed before any saving can be realised
- 4.3 Where a saving is no longer deliverable in the current year it is expected that substitute savings are identified to ensure that costs remain within budget overall. Where this is the case, the original saving will be categorised red or amber and a substitute saving will be identified. The substitute saving will be categorised as green and identified in the tracker as a substitute.
- 4.4 The areas in scope for the committee had a significant level of savings to manage within the financial year 2019/20. Overall the savings to be delivered were £1.406m and the provisional delivery is £1.333m. Whilst the delivery of savings is becoming more challenging, the relevant areas are looking to minimise the financial impact of any amber or red savings by determining mitigating actions as soon as possible. Across all areas, there are savings of £0.030m identified as red status and £0.053m identified as being amber status, with provisional under delivery of £0.073m.

- 4.5 The full year saving amounts are detailed along with annual forecast information detailed in appendix 3. The following paragraphs provides a brief explanation of areas where there are variations at Service level (+/-£0.250m) between the Service savings target and the provisional saving being delivered within the current financial year.
- 4.6 There are no savings variations (+/-£0.250m) between savings target and the provisional saving to report at this time.

5.0 Conclusions

- 5.1 The provisional outturn position for the areas in scope of the Economy, Tourism, Strategic Planning & Transportation Committee is a net underspend of £0.470m (1.55%).

List of Appendices

- 1 Provisional Outturn 2019/20 - Summary
- 2 Provisional Outturn 2019/20 – Detail
- 3 Approved 2019/20 Savings

Background Papers

None

Report Contact

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BUDGET MONITORING REPORT SUMMARY 2019-20 ECONOMY, TOURISM, STRATEGIC PLANNING & TRANSPORTATION						Appendix 1
SERVICE	CURRENT BUDGET 2019- 20 £m	PROVISIONAL OUTTURN 2019- 20 £m	OUTTURN VARIANCE £m	OUTTURN VARIANCE %	PREVIOUS REPORTED VARIANCE £m	MOVEMENT FROM PREVIOUS REPORTED VARIANCE £m
TOTAL COST OF SERVICE	33.262	32.917	(0.345)	-1.04%	(1.369)	1.024
LESS: CORPORATELY MANAGED ITEMS	2.929	3.054	0.125	4.27%	0.000	0.125
SERVICE MANAGED NET BUDGET	30.333	29.863	(0.470)	-1.55%	(1.369)	0.899
ANALYSIS OF SERVICE MANAGED BUDGET						
ECONOMY, TOURISM, STRATEGIC PLANNING & TRANSPORTATION	30.333	29.863	(0.470)	-1.55%	(1.369)	0.899
ECONOMY, TOURISM, STRATEGIC PLANNING & TRANSPORTATION	30.333	29.863	(0.470)	-1.55%	(1.369)	0.899

BUDGET MONITORING REPORT SUMMARY 2019-20 ECONOMY, TOURISM, STRATEGIC PLANNING & TRANSPORTATION						Appendix 2
SERVICE	CURRENT BUDGET 2019-20 £m	PROVISIONAL OUTTURN 2019- 20 £m	OUTTURN VARIANCE £m	OUTTURN VARIANCE %	PREVIOUS REPORTED VARIANCE £m	MOVEMENT FROM PREVIOUS REPORTED VARIANCE £m
TOTAL COST OF SERVICE	33.262	32.917	(0.345)	-1.04%	(1.369)	1.024
LESS: CORPORATELY MANAGED ITEMS	2.929	3.054	0.125	4.27%	0.000	0.125
SERVICE MANAGED NET BUDGET	30.333	29.863	(0.470)	-1.55%	(1.369)	0.899
ANALYSIS OF SERVICE MANAGED BUDGET						
EPES ADMIN & RESOURCES	0.428	0.428	(0.000)	-0.02%	(0.018)	0.018
BUSINESS & EMPLOYABILITY	6.346	6.105	(0.240)	-3.79%	(0.329)	0.089
PLANNING	0.912	0.899	(0.013)	-1.38%	0.012	(0.025)
ROADS ADMINISTRATION	0.509	0.349	(0.160)	-31.40%	(0.173)	0.014
BUS STATION MANAGEMENT	(0.094)	(0.033)	0.061	-64.79%	0.018	0.042
CAR & LORRY PARKING	(1.053)	(1.001)	0.052	-4.89%	(0.379)	0.430
PUBLIC & ACCESSIBLE TRANSPORT	8.151	8.128	(0.023)	-0.28%	(0.104)	0.082
SUSTAINABLE TRAVEL	0.968	0.912	(0.057)	-5.84%	(0.005)	(0.052)
BRIDGES & STRUCTURES, HARBOURS, COASTS AND FLOODS	1.827	1.379	(0.448)	-24.51%	(0.435)	(0.013)
NETWORK AND TRAFFIC MANAGEMENT	1.533	1.543	0.010	0.66%	(0.022)	0.032
ROUTINE MAINTENANCE	2.084	2.492	0.408	19.60%	0.120	0.288
ROADS STRUCTURAL MAINTENANCE	4.192	3.940	(0.252)	-6.02%	0.001	(0.253)
WINTER MAINTENANCE	2.967	3.839	0.872	29.39%	0.020	0.852
ROADS OPERATIONS	(1.973)	(2.346)	(0.374)	18.94%	0.027	(0.401)
LIGHTING, TRAFFIC LIGHTS AND LIT SIGNS	2.999	2.729	(0.270)	-9.00%	(0.078)	(0.192)
EE EXECUTIVE DIRECTOR	0.537	0.500	(0.037)	-6.86%	(0.024)	(0.013)
ECONOMY, TOURISM, STRATEGIC PLANNING & TRANSPORTATION	30.333	29.863	(0.470)	-1.55%	(1.369)	0.899

FIFE COUNCIL
TRACKING APPROVED 2019-20 SAVINGS
ECONOMY, TOURISM, STRATEGIC PLANNING & TRANSPORTATION COMMITTEE
MARCH 2020

Area	Approved Budget Year	Title of Savings Proposal	Savings Target £m	Overall Forecast £m	(Under)/ over £m	Rag Status
EPES - Business & Employability	2018-21	Increased commercial income	0.030	0.000	(0.030)	Red
EPES - Service Wide	2018-21	Reduction in print and mileage payments	0.028	0.005	(0.023)	Amber
EPES - Service Wide	2018-21	Use of New Technology	0.025	0.005	(0.020)	Amber
ATE - Roads & Transportation	2018-21	Approved savings on track to be achieved	0.642	0.642	0.000	Green
ATE - Roads & Transportation	2017-20	Approved savings on track to be achieved	0.050	0.050	0.000	Green
ATE - Roads & Transportation	2019-22	Approved savings on track to be achieved	0.325	0.325	0.000	Green
EPES - Business & Employability	2018-21	Approved savings on track to be achieved	0.209	0.209	0.000	Green
EPES - Business & Employability	2016-19	Approved savings on track to be achieved	0.000	0.000	0.000	Green
EPES - Planning	2018-21	Approved savings on track to be achieved	0.062	0.062	0.000	Green
EPES - Service Wide	2018-21	Approved savings on track to be achieved	0.035	0.035	0.000	Green
Grand Total			1.406	1.333	(0.073)	

Rag Status Key:-

Green - No issues and saving is on track to be delivered

Amber - There are minor issues or minor reduction in the value of saving, or delivery of the saving is delayed

Red - Major issues should be addressed before any saving can be realised

Summary			
Rag Status	Savings Target £m	Overall Forecast £m	(Under)/ over £m
Green	1.323	1.323	0.000
Amber	0.053	0.010	(0.043)
Red	0.030	0.000	(0.030)
Total	1.406	1.333	(0.073)

1 October 2020

Agenda Item No. 13

2019/20 Capital Monitoring Provisional Outturn

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

Keith Winter, Executive Director, Enterprise & Environment

Wards Affected: All

Purpose

The purpose of this report is to provide an update on the Capital Investment Plan and advise on the provisional financial position for the 2019/20 financial year for areas in scope of the Economy, Tourism, Strategic Planning & Transportation Committee.

Recommendation(s)

Committee is asked to consider the current performance and activity across the 2019/20 Financial Monitoring as detailed in this report.

Resource Implications

None.

Legal & Risk Implications

None.

Impact Assessment

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

Consultation

None.

1.0 Background

- 1.1 Based on current information, this report summarises the provisional capital spend for the areas falling under the scope of this Committee for 2019/20. At this stage provisional expenditure is £22.013m, representing 78% of the approved capital programme for 2019/20.
- 1.2 Appendix 1 shows an analysis of specific projects in the current capital investment plan which have a budget greater than £1m and analyses total project cost rather than only in year spend.
- 1.3 Appendix 2 details the forecast expenditure against budget for each project. A brief explanation of any significant forecast variances is provided at section 3 within this report.

2.0 Issues, Achievements & Financial Performance

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 £1m and over. The key risks associated with the major projects are noted below.

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 – 2019/20 Provisional Outturn

- 2.3.1 Appendix 2 provides a summary of the provisional outturn for each project for the financial year 2019/20. The appendix shows a provisional outturn of £22.013m against a Capital Investment plan of £28.239m, a spending level of 78%.
- 2.3.2 There is a capital income budget for 2019/20 of £11.296m with a provisional income of £10.392m, representing 92% of the budgeted income.
- 2.3.3 The reasons for significant variances (+/-£0.500m) are detailed below.
- 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 Strategic Transport Intervention Programme £0.518m slippage
This is a result of delays due to design changes of Pitreavie Roundabout resulting from the proposed Rosyth Park & Choose Project.

2.4.2 Regeneration Town Centres Slippage £1.302m slippage

This slippage of £1.302m is primarily related to projects within the Scottish Government Town Centres Fund programme, the delivery of which has been extended to 2021. Within this programme, projects within Leven Town Centre area have slippage of £0.572m mainly due to timescales for acquisitions of units (where some have not been able to be taken forward and others are now being considered) and design and costings work to be undertaken for regeneration works.

2.4.3 Within the Kirkcaldy area there is slippage of £0.655m due to timescale for approvals required for the acquisition of identified buildings within the Merchant's Quarter. The Waterfront enhancement works are now expected to be completed by the end of the 2020-21 financial year and the town centre (Postings) steps work is substantively complete but additional groundworks have added delay.

2.4.4 Growing the Economy £1.226m slippage

Work at Levenmouth Business Park has slippage of £0.638m as a result of site investigations unable to take place for the required water outfall works until the land had been harvested, delayed by the weather, and complexity in land titles. This delay to works has been notified to Scottish Government given this project is a Tax Incremental Finance funded project.

2.4.5 The Fife Taskforce funded Queensway Industrial Estate regeneration programme has slippage of £0.238m due to a delay whilst funding solutions are being explored to cover increased building enhancement costs to align with the regeneration of the estate. This funding is not time-limited.

2.4.6 Industrial Investment Programme £2.166m slippage

There is slippage of £2.166m on the Edinburgh & South East Scotland City Region Deal-funded Fife Industrial Innovation Investment programme. The main variance is on the Fife Interchange project of £1.496m. This variance comprises slippage caused by delay in the acquisition of one site due to a delay from the landowner in securing internal approval for the disposal. Foul water drainage issues have been identified for this site, Scottish Water has now confirmed a connection can take place, and the site has moved forward for acquisition. Other slippage of £0.458m relates to delays at the tender stage of the Queensway Industrial development, extra time was taken to evaluate expansion of the development and subsequent decision to take advantage of economies of scale.

2.4.7 Other Grants & Contributions £0.772m under recovered

The reason for under recovery on grant and contributions is mainly due to delayed income from Section 75 contributions associated with transport interventions at Pitreavie roundabout. The contributions are claimed when the approved transportation intervention is delivered which is anticipated by the end of financial year 2020-21.

3.0 Conclusions

3.1 The total 2019/20 approved programme for the areas in scope of the Economy, Tourism, Strategic Planning & Transportation Committee was £28.239m. The provisional level of expenditure was £22.013m, which represents 78% of the total programme, resulting in slippage of (£6.226m).

3.2 The management of capital resources require us to look across financial years, as well as within individual years. The previous 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 by Service

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ECONOMY, TOURISM, STRATEGIC PLANNING AND TRANSPORTATION COMMITTEE

CAPITAL PROJECT	SERVICE	ACTUAL SPEND TO DATE £m	CURRENT & FUTURE YEARS PROJECTION £m	TOTAL PROJECTED OUTTURN £m	TOTAL PROJECTED BUDGET £m	VARIANCE £m	VARIANCE %
Strategic Transport Intervention Programme	ATE	0.006	39.311	39.317	39.317	(0.000)	(0.00%)
	Total ATE	0.006	39.311	39.317	39.317	(0.000)	(0.00%)
Levenmouth Business Units	EPES	0.013	1.589	1.602	1.602	(0.000)	(0.00%)
Kirkcaldy Esplanade Improvements	EPES	0.060	1.500	1.560	1.560	(0.000)	(0.00%)
Tay City Region Deal	EPES	0.000	4.700	4.700	4.700	0.000	0.00%
Dalgety Bay Business Units	EPES	0.327	1.906	2.233	2.233	0.000	0.00%
Edinburgh City Deal	EPES	0.031	48.442	48.474	48.474	(0.000)	(0.00%)
	Total EPES	0.432	58.137	58.568	58.568	(0.000)	(0.00%)
Economy, Tourism, Strategic Planning and Transportation		0.438	97.447	97.885	97.885	(0.000)	(0.00%)

CAPITAL PLAN 2019-20 FORECAST EXPENDITURE					APPENDIX 2
ECONOMY, TOURISM, STRATEGIC PLANNING AND TRANSPORTATION COMMITTEE					
PROJECT	CURRENT BUDGET 19-20 £m	PROVISIONAL OUTTURN £m	VARIANCE £m	PROJECTED OUTTURN AS A % OF PLAN	2020-29 APPROVED CAPITAL PLAN £m
ASSETS, TRANSPORTATION AND ENVIRONMENTAL SERVICES					
STRUCTURES INFRASTRUCTURE	1.803	1.722	(0.081)	95.5%	12.000
SUSTAINABLE TRANSPORT	1.321	1.096	(0.226)	82.9%	2.416
ROADS INFRASTRUCTURE	9.679	9.442	(0.237)	97.6%	56.800
TRAFFIC MANAGEMENT	1.541	1.339	(0.202)	86.9%	6.300
STREETLIGHTING	2.598	2.407	(0.192)	92.6%	11.177
STRATEGIC TRANSPORT INTERVENTION PROG	0.643	0.125	(0.518)	19.4%	38.668
TOTAL ASSETS, TRANSPORTATION AND ENVIRONMENTAL SERVICES	17.585	16.130	(1.455)	91.7%	127.360
ECONOMY, PLANNING & EMPLOYABILITY SERVICES					
REGENERATION - TOWN CENTRES	3.142	1.839	(1.302)	58.5%	4.676
REGENERATION - OTHER	0.000	0.000	0.000	0.0%	4.700
BUSINESS PREMISES REFURBISHMENT PROGRAMME	0.026	0.008	(0.018)	30.1%	0.000
GROWING THE ECONOMY	3.256	2.030	(1.226)	62.3%	1.473
VACANT/DERELICT LAND	0.190	0.132	(0.058)	69.4%	0.560
INDUSTRIAL INVESTMENT PROGRAMME	4.041	1.875	(2.166)	46.4%	44.402
TOTAL ECONOMY, PLANNING & EMPLOYABILITY SERVICES	10.654	5.884	(4.771)	55.2%	55.811
ENTERPRISE & ENVIRONMENT DIRECTORATE	28.239	22.013	(6.226)	78.0%	183.172

INCOME	CURRENT BUDGET 19-20 £m	PROVISIONAL OUTTURN £m	VARIANCE £m	PROJECTED OUTTURN AS A % OF PLAN	2020-29 APPROVED CAPITAL PLAN £m
ENTERPRISE & ENVIRONMENT DIRECTORATE					
SPECIFIC CAPITAL GRANTS	(5.824)	(5.691)	0.133	97.7%	(0.303)
OTHER GRANTS & CONTRIBUTIONS	(3.889)	(3.117)	0.772	80.2%	(64.303)
CAPITAL RECEIPTS	(1.584)	(1.584)	(0.000)	100.0%	(4.542)
ENTERPRISE & ENVIRONMENT DIRECTORATE	(11.296)	(10.392)	0.904	92.0%	(69.149)

1 October, 2020.

Agenda Item No. 14

Decision Taken Under Delegated Authority – March to August 2020

Report by: Morag Ferguson, Head of Legal and Democratic Services

Wards Affected: All

Purpose

To advise the Economy, Tourism, Strategic Planning & Transportation Sub-Committee of decisions taken by officers, acting under delegated authority and within the remit of the Economy, Tourism, Strategic Planning & Transportation Sub-Committee.

Recommendation(s)

The Committee is asked to note the decisions taken under delegated authority, as set out in the Appendix to this report.

Resource Implications

There are no direct resource implications arising from this report. Where the decision set out in the Appendix gave rise to resource implications, details of these are set out in the relevant section of the report and were taken into account by the Executive Directors when considering this report.

Legal & Risk Implications

The Council's Standing Orders require that, when Executive Directors exercise their delegated authority in urgent or emergency situations, a note of the decisions taken in these circumstances is reported to the relevant Committee at its first possible meeting. This report fulfils that requirement for the Economy, Tourism, Strategic Planning & Transportation Sub-Committee.

Impact Assessment

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

Consultation

There has been no liaison with other services on the content of this report.

1.0 Background

- 1.1 As a consequence of the Government's social distancing restrictions, announced on 23rd March, 2020 to address the current Coronavirus emergency, all Council and Committee meetings were suspended with immediate effect.
- 1.2 The Council's Governance Documents provide that, 'An Executive Director is authorised to take such measures as may be required in emergency situations, or in cases of urgency, including during a vacation period, subject to advising the appropriate Convener and Vice-Convener, as soon as possible, and to reporting to the appropriate Committee as soon as possible thereafter, on any items for which Committee approval would normally be necessary. Where such measures involve the Council in incurring expenditure, then the Chief Executive and Executive Director (Finance and Corporate Services) should be advised' (List of Officer Powers, para.2.1.1).

2.0 Issues and Options

- 2.1 Following suspension of the Council's Committee meetings, it was necessary to approve items of business that would otherwise have been reported to the Economy, Tourism, Strategic Planning & Transportation Sub-Committee. These matters were time critical. These decisions are set out in the Appendix to this report and cover the period from 'lockdown', 23rd March 2020, to the date of this meeting.
- 2.2 As these decisions have been properly taken in accordance with delegated authority, they are being advised to members for information and noting only.

3.0 Conclusions

- 3.1 The Appendix sets out matters that have been decided by the Executive Director, acting under delegated authority that are within the remit of the Economy, Tourism, Strategic Planning & Transportation Sub-Committee. Members are asked to note that these decisions have been properly taken in accordance with the Council's Governance Documents.

List of Appendices

1. Decisions taken under Delegated Authority – 23rd March to 31st August 2020.

Background Papers

None.

Report Author

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Economy, Tourism, Strategic Planning & Transportation Sub-Committee Report Title	Recommendation(s)	Date Approved	Approved By
Fife Council Response to City of Edinburgh Council's Local Development Plan (City Plan 2030) Main Issues Report	It is recommended that Committee: <ol style="list-style-type: none"> 1. Approve this report including the positions stated regarding land use and spatial impacts on the Fife Council area from future growth strategies within Edinburgh City; and 2. Delegate the Head of Service (Planning Services) to respond to the consultation by the City of Edinburgh Council (CEC) enclosing this response and agree that non-substantive changes can be made, if required, with the approval of the Committee Convenor. 	27 March 2020	Keith Winter
Covid-19: Suspension of Parking Charges	It is recommended that the Executive Director, Enterprise & Environment in liaison with the Executive Director, Finance & Corporate Services and the Chief Executive under emergency delegated powers, authorise the suspension of parking charges and time limited parking restrictions in all Fife Council public parking places until further notice. It is proposed that a review and update report be prepared for the period up to 30 June 2020, should the measures be required beyond that point.	9 April 2020	Keith Winter
Covid-19: Lifting Suspension of Parking Charges	It is recommended that the Executive Director, Enterprise & Environment in liaison with the Executive Director, Finance & Corporate Services and the Chief Executive under emergency delegated powers, authorise lifting the current suspension of parking charges and time limited parking restrictions in all Fife Council public parking places from 3 August 2020.	9 July 2020	Keith Winter, Steve Grimmond & Eileen Rowand

Economy Tourism Strategic Planning and Transportation

10 December 2020 10:00			
Title	Service(s)	Contact(s)	Comments
Area Place Making and Car Parking Options Update	Assets, Transportation and Environment	Derek Crowe; John Mitchell	
Fife Tourism and Events Strategy Annual Update	Economy, Planning and Employability	Sandra Montador-Stewart	
Enterprise and Environment Directorate Section Performance Report	Enterprise and Environment	Iain Duncan; Craig Waddell	
New Roads and Street Works Act Annual Performance Report 2019-2020	Assets, Transportation and Environment	Derek Crowe; Ian Jones	
Decriminalised Parking Enforcement Annual Performance Report - 2019-2020	Assets, Transportation and Environment	Scott Blyth; Derek Crowe	
Revenue Monitoring Projected Outturn 2019-20	Finance and Corporate Services	Jackie Johnstone	
Capital Monitoring Projected Outturn 2019-2020	Finance and Corporate Services	Jackie Johnstone	
Developer Obligation Guidance	Economy, Planning and Employability	Bill Lindsay	
Enforcement Charter Review	Economy, Planning and Employability	Bill Lindsay	
Planning Performance Framework 9	Economy, Planning and Employability	Pam Ewen; Alastair Hamilton	
Mid Fife Economic Action Plan: Investment Prospectus	Economy, Planning and Employability	Gordon Mole	

Economy Tourism Strategic Planning and Transportation

Unallocated			
Title	Service(s)	Contact(s)	Comments
Fife-wide and Area Roads Programme Progress Report	Assets, Transportation and Environment	Derek Crowe; Ian Smart	Report Spring 2021 - for approval of 21/22 & 22/23 Roads Budget Distribution
Forth Bridges Area Tourism Strategy 2018-2028	Economy, Planning and Employability	Sandra Montador-Stewart	
ELBF (Edinburgh, Lothians and Borders and Fife) - Update Membership	Assets, Transportation and Environment	Derek Crowe; Ian Smart	
Risk Based Approach to Roads Maintenance - Progress Report	Assets, Transportation and Environment	Derek Crowe; Martin Kingham	Report Autumn 2021
Enterprise and Environment Revenue Monitoring Report	Enterprise and Environment; Finance and Corporate Services	Jackie Johnstone	Annual monitoring report
Enterprise and Environment Capital Monitoring Report	Enterprise and Environment; Finance and Corporate Services	Jackie Johnstone	Annual Monitoring report
Electric Vehicle Charging Fees	Assets, Transportation and Environment	Jane Findlay; Derek Crowe	Report due late 2022 to review charges from April 2023. As agreed at Committee 30.1.20
Transport Scotland Act 2019 - Update	Assets, Transportation and Environment	Derek Crowe; John Mitchell; Tony McRae	
Silverburn Park Update - Briefing Note to Members	Economy, Planning and Employability	Gordon Mole	
Post Committee Workshop - Draft Mid-Fife Economic Action Plan	Economy, Planning and Employability	Sandra Montador-Stewart; Peter Corbett	
Fife-Wide and Area Roads Programmes Progress Report	Assets, Transportation and Environment	Derek Crowe; Ian Smart	Report Spring 2021 for approval of 21/22 & 22/23 Roads Budget Distribution
Post Committee Workshop - Area Roads Programme Update	Assets, Transportation and Environment	Derek Crowe	Post Committee Workshop
Post Committee Workshop - Climate Change	Economy, Planning and Employability	Ken Gourlay; Ross Spalding	Post Committee Workshop