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# Royal Burgh of St Andrews Community Council

## Agenda – September 2003

There will be a meeting of the community council at 7pm on Monday 1st September in the Burgh Chambers of the Town Hall, Queen's Gardens. There will be a short break at about 8pm during which the 200 Club draw will be made.

(Copies of Agendas and Minutes of the Community Council are held at Fife Council's Local Office, St Mary's Place and the Town Library, Church Square. Those from mid-1998 on are online at <http://www.louisxiv.demon.co.uk/standrewscc/>)

### 1. Apologies

Frank Riddell, Donald Macgregor, Chris Soper, Richard Douglas, Archie Strachan

### 2. Minutes of August 2003

Read for accuracy in matters of substance – harangue the secretary for minor errors (spelling etc) outwith the meeting.

### 3. Presentations

For anyone wishing to address the meeting on a matter relevant to St Andrews. Please contact the Secretary or Chair before the meeting. Priority will be given to those who have been invited to speak or have given advance notice.

#### 3.1. Scottish Enterprise Fife

Scott Harper of Scottish Enterprise Fife with a briefing on proposals for redevelopment of the Bus Station.

### 4. Fife Councillors

#### 4.1. Frances Melville (West)

4.1.1. Brown Bins Appendix J: Information from Roy Stewart, Environmental Services.

#### 4.2. Sheila Black (South)

#### 4.3. Bill Sangster (Central)

4.4. Jane Ann Liston (South East)

### 5. Planning Committee

Appendix L: Objection to Petheram Bridge bus lane (proposal

now withdrawn).

## **6. Matters Arising from previous meetings**

### **6.1. BT Payphones**

[August 6.1] Another round of cuts appears to be in progress. We have not yet been informed officially by either Fife Council or BT.

Appendix B: notification passed on by Cllr Jane Ann Liston, and interim response on behalf of community council by Pete Lindsay.

### **6.2. Tetra Masts**

[August 7.5.] Appendix C: Brief description of the Airwave (TETRA) system and what it is for, by Ray Weldon at Airwave mmO2 Ltd; Appendix D: TETRA mast concerns, Information sheet from Alison Mackay, No2TETRA campaign; Appendix E: Information sheet on concerns about health from Airwave mmO2

### **6.3. Draft Local Governance (Scotland) Bill**

[August 7.3.] Appendix G: report from Ken Fraser  
**Does Community Council wish to comment?**

### **6.4. RSCDS**

[August 6.5.] Murdo Macdonald and Archie Strachan made the presentation.

### **6.5. Public toilets review**

Chris Lesurf has reviewed.

### **6.x. Any other matters arising**

## **7. New Business**

### **7.1. NHS 24**

NHS 24 Clinical Assessment Service is starting in Fife. To learn what it is we are invited to send 2 representatives to South Queensferry on the afternoon of Friday 5th September.

**Can anyone attend?**

### **7.2. Seminars for Community Councillors**

Byre Theatre 7pm Thursday 9 October or Cupar Y[W|M]CA 9.30 am Saturday 1 November. Talks: Digital Inclusion, Community Planning & Community Councils. Workshops: Raising the profile of Community Councils, Community Planning in East Fife.

Leaflets to be circulated.

### **7.3. 20 Year Structure Plan for Fife**

Appendix H: Development Services send an update on progress and timescales.

### **7.4. Area Transport / Local / Structure Plan Consultation Events**

St Andrews Town Hall 3-8pm Tue 14 & Wed 15 October

Appendix K: information and request for assistance.

**Are we able to assist**

### **7.5. In Town Without My Car**

This is proposed by Canongate School to take place on the Canongate, outside the school, closing the road between Maynard Road and Drumcarrow Road 0900-1600, 22 September.

Community council were invited to attend a meeting at the school about this, but no one was able to in the end.

### **7.6. New Golf Course**

John Barnett of Little Carron Cottage suggests that:  
"...Community Council convene a public meeting to debate the pros and cons of the proposed new golf course".

### **7.7. Bus Timetable Changes**

Appendix F: information from Transportation Services.

### **7.8. Fife – Edinburgh Airport bus links**

Appendix I: Iain Smith MSP forwards information from Dr Bob McLellan, head of Transportation Services.

### **7.9. Fife Fire & Rescue Services Plan 2003-6**

A copy is available from the Secretary.

## **8. Reports from Officers**

### **8.1. Chair**

**8.1.1. Town/Gown Liaison Group** Will meet 24th September to review its function and future.

### **8.2. Treasurer**

### **8.3. Secretary**

**8.3.1. Kinnessburn Road development** A representative of the developer sought discussions with community council on this proposal. Following discussions with planning committee and in view of the Scottish Executive's Planning Advice Note 47:

Community Councils and Planning which strongly recommends community councils not to discuss planning applications directly with the developer, this opportunity had to be turned down. (Planning committee has already responded to this application.)

**8.3.2. Presentation of meeting papers** If anyone has difficulty reading the standard layout of these papers please let me know. A large print edition is easy to produce, or the document files can be emailed to you to print to fit your own tastes.

**8.3.3. Recycling bins etc** Roy Stewart will attend November's meeting. He asks if we have any other related issues so he can look into them and have answers ready for us. He offers a walkabout beforehand to discuss issues on-site. See Appendix J also.

**8.3.4. Copyright** The letter regarding copyrights mentioned briefly last month came from the Churchill papers archive which is scanning etc the great man's papers. They wished to ensure they had necessary permissions to do this for anything from the Burgh of St Andrews, but that would be the remit of Fife Council as successor authority, not us.

## 9. Reports

### 9.1. From Committees

9.1.1. Recreation Appendix A.

### 9.2. From Representatives

## 10. Any Other Competent Business

Please notify Chair of AOCB items before the start of the meeting or at the break. Hint: Given that the end of the meeting is often taken in something of a rush, unless items are urgent it might be better to submit them for next meeting's New Business.

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## Appendix A – Recreation Committee Report

*From Joe Peterson*

1. Meeting held Tuesday 3rd August 2003
2. Garden Awards. All categories have now been judged
3. Scotland in Bloom. St Andrews through to the finals. Award ceremony to be held in Aberdeen to which we have been asked to attend and have accepted.
4. Garden Award ceremony to be held in the Town Hall. Presentations to be held at 7.30pm Thursday 25th of September. All community councillors are cordially invited.

Guest presenter has been arranged.

5. Car Boot sales now finished.

6. Senior Citizens' Christmas party date still to be finalised due to problem with the hall availability.

7. St Andrew's Week, Art and Photographic Exhibition. The cost of purchase of a banner to be investigated by Ken Crichton.

8. Date of next meeting Tues. 2nd Sept. 10am at convenor's.

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## Appendix B – BT Payphone removals

*From Bert Reed Information Support Technician (Management Support Unit), Development Services, to Cllr Jane Ann Liston:*

Re: Bt Payphone Removals Programme

I write following recent press coverage with regard to the above and that you may already be aware BT are currently examining their provision of payphones across the United Kingdom. In particular there are a number of payphones in Fife that are being considered for removal. Information from BT states that 'demand for payphone services has declined by more than 50% in the past three years' and BT are looking at those 'payphones which are losing money due to low usage, and have an alternative payphone nearby'.

I am enclosing details of the payphones, which BT have identified for removal and the alternative payphone which are situated within your ward (see location map and extract from BT list attached).

I appreciate that you may have already responded to BT direct regarding the above, however I would still appreciate your comments, which would allow me to co-ordinate a Fife-wide response. It is unclear at this time when BT requires comments on these proposals, but I would be grateful if you let me have your comments by Friday 29th August 2003.

Should you need any further information, please do not hesitate to contact me.

Details

Tel No 01334477132, Address Junc Lamand [sic] Drive,  
Pipeland Rd, St Andrews, KY16 8JN

Nearest Alternative (01334474830) Sandyhill Rd, St Andrews,  
KY16 8EG

Dist. 450m

*Interim response from Pete Lindsay on behalf of community council*

I [am] gravely disappointed that community council has not

been contacted officially regarding this new round of proposed removals. I had thought that it was established in the previous round that community councils must be consulted in such matters.

I would be grateful for full details of ALL proposed removals in St Andrews, and the contact details for the appropriate people in BT to whom we will respond directly.

On this particular site I expect that community council will oppose removal not least because it is quoted as the alternative to the phonebox at Canongate/Largo Road that BT propose to remove, despite our opposition. To find out that the alternative is also proposed for removal seems at first glance to indicate bad faith on BT's behalf, though clearly we will withhold judgement until we see the full details.

There are of course other arguments for retention which we made in the previous round and apply no less here. To quote our previous submission:

- \* these are all in residential areas;
- \* all are isolated – there are no immediate alternative payphones in the area of any of these (despite the claims of the BT notice of removal in the boxes);
- \* they serve as a valuable local landmarks in their areas.

There is more need, overriding pure economics, for what may be termed 'social' services in telephone access in the residential hinterland of St Andrews, than there is need for the arguable over provision of 'phone boxes in the centre where payphone alternatives to public call boxes are more easily accessible.

We regard the consultation process over proposed removals to be very poor.

We are not aware of notification to the public generally in the local press.

I would add:

- i) That consulting only local Fife Councillors over removal proposals is entirely inadequate. There should, in our view, also be adverts in the local press as well as notices in the threatened boxes.
- ii) Any claims that there are a close-by alternatives seem to be undermined by the fact that this phone itself was given as an alternative facility to a previous proposal.

The community council next meets on Monday 1st September.

It would be very helpful if we could have the information by then.

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## **Appendix C – What is Airwave (TETRA)**

*An introduction by Ray Weldon at Airwave mmO2 Ltd*

The Airwave service will shortly be launched throughout Scotland by Airwave mmO2 Ltd.

Commissioned by both the Scottish Executive and the Home Office, Airwave is a fully integrated, national, digital radio communications service designed to meet the needs of the police and other public safety organisations in Scotland, England and Wales. It will enhance public safety by increasing the effectiveness of police forces and the safety of officers, not only in day-to-day policing but also at times of major emergencies and disasters. Airwave really is a major step forward in public safety communications and will help the police to operate more effectively thereby helping them to create safer communities.

Although current technology has served police forces well in the past, it does not, unfortunately, have the capabilities to meet the needs of the modern police service. Till now, each of the 53 police forces in Scotland, England and Wales operated its own analogue radio system, some of which were up to 30 years old and many of which were unable to inter-work with those of neighbouring forces. The situation is the same for the various Fire and Ambulance trusts, as well as other public safety organisations, all of which are responsible for their own radio systems. At best, this situation has been described as incoherent. The lack of adequate communications at major incidents has been highlighted as a significant factor hampering effective rescue co-ordination.

Because Airwave has been explicitly designed to function as a single, common platform for all emergency services, it opens up the possibility of a much more integrated approach to public safety.

Among its principal benefits are: -

- digital voice quality (superior to that achievable on current analogue systems), much faster call connection and the filtering out of ambient noise
- terminals that are capable of functioning as an integrated communications tool, offering radio, mobile telephony and data services
- encryption facilities designed to prevent unauthorised monitoring of police calls
- automatic person and vehicle location facilities
- a one-touch HELP button to summon assistance

- more effective use of control room resources when dealing with complex incidents within and between forces
- extensive geographical coverage (in-car coverage on all metalled roads and hand- portable coverage in areas of population density), including previously hard to reach locations.

To date, some 20 forces in England and Wales are now live and enjoying the benefits of the Airwave service. Airwave will be rolled out to all of Scotland's forces by mid 2005.

The police have specified the level of coverage they require; that coverage requires the development of significant infrastructure. In fact, if we are to avoid poor communications coverage, we estimate that around 680 base stations will be required in Scotland. Anything less would be a potential danger to both communities and individual police officers.

Our choice about the precise location of some of the transmitters is, to a degree, restricted. As a general rule however, we will always use an existing mast or locate a new transmitter on a rooftop or other structure where this is possible. Only where this is not possible would we build a new mast. We are obviously particularly keen to make best use of existing police structures.

If you require any further information please do not hesitate to contact me or visit our website at <http://www.airwaveservice.co.uk>.

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## **Appendix D – TETRA Masts in East Fife**

*From Alison Mackay, No2TETRA*

### **What And Why**

TETRA stands for TERrestrial Trunked RAdio. It is a communications system, operated by mmO2 Airwave Service, designed to give the police and other emergency services a secure communication channel. It also aims to allow one police force to communicate with another, and the police to communicate with the fire service and other emergency services. There are to be 700 masts in Scotland, 30 in Fife and 11 in East Fife.

Airwave is a Home Office initiative being rolled out throughout the UK. It will cost over £2.9 billion to put in place, but the government is now committed to it because it has made £billions by selling off to mobile phone companies the airwaves which the police previously used.

### **The Technical Bit**

TETRA uses a microwave carrier frequency of 400MHz – the

same as your TV set – and divides the time up into groups of 4 which pulse at a frequency of 17.6Hz (pulses each second). Because the human body is an electromagnetic instrument, it will recognise and utilise external radiation. And because these microwaves are pulsed at 17.6Hz, close to human brainwave levels, they can interfere with the natural rhythms of the body.

### **Impact On Health**

Microwaves pulsed at 17.6Hz interfere with biochemical processes, particularly increasing leakage of calcium from brain tissue, affecting both nervous and immune systems. They also affect bio-processes, causing damage to cells and tissue, and increasing enzymes implicated in cancer promotion. The radiation emitted may also cause headaches, sleep deprivation and concentration problems. Children are particularly vulnerable because of the increased rate at which their cells are dividing and because their nervous system is still developing — their thinner skulls increase the amount of radiation absorbed. Adults and animals may also be affected in varying degrees according to their susceptibility.

### **Safe Or Not?**

mmO2 Airwave state that TETRA base-stations are safe because they fall well within the ICNIRP guidelines. This is not the case.

1. The ICNIRP guidelines pre-date the introduction of TETRA. Drawn up in 1998, they are in fact based on the National Radiological Protection Board's guidelines of 1993 when mobile phone technology was in its infancy.
2. The ICNIRP guidelines deal only with the thermal effects of mobile phones – they do not address, never mind set standards for, the pulsing effects of TETRA.
3. This is like saying it is safe for a toddler to play with a razor blade because she cannot possibly be knocked unconscious by it.
4. A motion has been laid before the Scottish Parliament asking that relevant safety standards for TETRA be introduced, and that TETRA be tested against these standards before being rolled out across Scotland

It is now acknowledged by the Home Office that police officers are being used as human guinea pigs in a study on the impact of TETRA handsets. A 15 year Home Office research programme has been announced into the effects on police officers. People who live close to a TETRA mast (without any choice in the matter) are, however, equally being used as human guinea pigs, but no studies are being carried out on them.

If a similar degree of risk and uncertainty related to a drug or food product, it is highly unlikely that it would be licensed for

use.

### **Tetra and Planning**

It has been said that the principle objections to TETRA relate to health, and that Scottish Executive planning guidelines (NPPG 19 para 53-55) prevent Fife Council from taking health into consideration when making its planning decision. This is not the case.

1. The Scottish Executive guidelines referred to are only guidelines – they are not legally binding upon councillors or their power to make decisions.
2. Many planning committees in England have already set aside the equivalent English planning guidelines, and have taken health into consideration when making their decision, and have rejected TETRA masts in their area.
3. 3 judicial reviews in England (Stockport, Winchester and Stroud) have decided that health and perceived risk to health are indeed legitimate planning concerns when TETRA objectors have taken planning committee decisions to court.
4. The Local Government in Scotland Act 2003 invests in Fife Council powers to promote the health and well-being of the community. These powers must be set alongside planning responsibilities.

Each mast has additional specific reasons to support the call for rejection by the planning authority, e.g. the St Andrews mast is beside the site for the new hospital and opposite a new nursing home, the Cupar mast is on land designated as of Great Landscape Value, and directly above a primary school, and the Anstruther mast is very close to the new primary school.

### **Future Costs**

For the first 3 years after the introduction of the TETRA system the costs of the system will be borne by central government. After that the full cost of use and maintenance will be borne by each local authority. In Wales this has been estimated as likely to be 700% greater than the cost of the current police communication system. Fife already has 97% coverage with its existing communications system. Council tax payers will therefore see little improvement in policing and public safety in return for this considerably increased outlay.

### **Police safety**

A Home Office Select Committee has been reassured that the Airwave/TETRA system can interface with other radio systems. If Fife were to reject TETRA, and opt for the safer systems used on the Continent, communication with other police forces would be viable.

## **The View of the Community**

Hundreds of residents in East Fife have signed a petition to the Scottish Parliament to halt the roll-out of the Airwave system and TETRA masts until relevant and adequate safety standards have been drawn up, and the masts tested against these new standards. Hundreds more would no doubt want to object if they knew what was about to be forced upon them – at a recent publicity stall held for just over an hour in Strathmiglo, No 2 TETRA obtained 42 signatures to the petition to the Scottish Parliament, and gave out a further 15 leaflets. Of all the people spoken with, only 2 knew that a TETRA mast was planned for just outside the village.

We urge all community councils to oppose the installation of every TETRA mast until adequate safety standards have been introduced, and the masts tested against them.

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## **Appendix E – The Airwave service – concerns about health**

*From Ray Weldon at Airwave mmO2 Ltd*

### **Introduction**

Airwave works in much the same way as a commercial mobile phone network. It requires transmitters, normally placed on masts or similar structures, to provide radio coverage in relatively small geographic areas. Users maintain contact with these transmitters through their radio handsets.

### **Health risks**

It is generally recognised by the established scientific community worldwide that radio frequency (RF) emissions can be harmful to health above certain exposure levels. Airwave is therefore very aware of its responsibilities to ensure that staff, customers and the general public are not put at risk from the use of radio equipment – which is why Airwave is committed to rigorous compliance with strict safety guidelines.

Because of the potential risks from RF emissions, these guidelines are set on the basis of established scientific findings by a group of independent scientists drawn from around the world who are considered to be the leading experts in this field. This group is called the International Commission on Non-Ionising Radiation Protection (ICNIRP). It is independent of both industry and government.

### **Safety standards**

As a result of public concern in this country and elsewhere, and because scientific research is still ongoing, ICNIRP have set these standards with very wide safety margins built in to

protect the public, users and those who have to maintain radio systems.

The standards which apply to exposure of the general public are, quite rightly, the most onerous. Currently, the standards are set at least 50 times below the level at which it is believed any adverse health effect can occur. Handsets and transmitters comply with these guidelines, the latter by hundreds if not thousands of times.

### **Pulsing**

Some concerns about the technology Airwave uses (known as TERrestrial TRunked RAdio – TETRA) have focused specifically on the 17.65Hz component of the kind of radio signal it uses. Airwave handsets pulse at this frequency, although its transmitters do not.

The origin of concern about this frequency is a reference in the Stewart report into mobile telephony in 2000, which advised precaution in relation to frequencies that were amplitude modulated at around 16Hz. The concern was these frequencies were close to those in the human brain and that some studies carried out back in the 1970s had suggested there might be an effect on brain function.

Recent attempts have been (and continue to be) made to replicate the results of these 1970s studies without success. Preliminary results of the latest research conducted by Dr John Tattersall of the Defence Science and Technology Laboratories (funded by the Home Office), using a TETRA signal, have shown no effects. Information on this work is available on the Home Office website, <http://www.homeoffice.gov.uk/pcrg/tetra.htm>.

Moreover, work by Dr Alan Preece at the University of Bristol, presented at the Bio-electromagnetics Society Conference in June 2002, found no effects on cognitive brain function. The USAF reported an attempt to replicate the 1970s studies at the Electromagnetic Fields and Human Health seminar in Russia in September 2002 which also failed to show any effect, as did some very high pulse power tests, reported at the Second International Workshop on Biological Effects of Electro Magnetic Emissions in Rhodes in October 2002.

### **Scientific comment**

Professor Lawrie Challis, who was deputy chairman of the group that wrote the Stewart report, has said publicly that inclusion of advice on use of signals at 16Hz was not made because it was thought there was a health risk; rather it was made in recognition of the existence of the unreplicated research from the 1970s.

He adds that there is "no evidence that 17.65Hz modulation of the emission from TETRA phones would lead to any adverse

health effects, nor are there any established biological mechanisms that suggest it should."

This is echoed by Professor Colin Blakemore, also a Stewart group member, and a participant in roadshows currently being organised by the Police Information Technology Organisation (PITO) on health and safety issues that have been running in force areas going live with Airwave.

In other words, what the scientific community is saying is that, on balance, there is no evidence that the special features of the TETRA technology Airwave uses is a risk to public health.

### **Further research**

Because concerns about mobile phone technology, and specifically TETRA, persist, an independent research programme was set up two years ago on the recommendation of the Stewart report, to which Airwave's parent company O2 contributes, with other mobile phone companies and the government. This programme includes studies into remaining questions about TETRA. More information is at <http://www.mthr.org.uk>.

### **In conclusion**

Whilst Airwave is certainly not complacent about health and safety issues and is committed to engaging with all sides of the debate, recent research evidence and the consensus within the scientific community give us great reassurance that staff, customers and the public's health are not at risk through the national rollout of this system.

We also know that the introduction of Airwave will bring significant public – and police officer – safety benefits throughout the country and help to improve policing in our communities. The system is already proving its value in areas where it has been introduced.

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## **Appendix F – Bus Changes**

*From Trond Haugen, Transportation Services*

Partially financially supported Service 23, St Andrews to Stirling has minor alterations contained in the timetable including the retiming of the 1520 ex St Andrews – Stirling. By altering the departure time to 1515 this will improve the reliability of the afternoon departure from Bell Baxter.

A new financially supported experimental service is being introduced on a trial basis for one year. Service 24 will provide Monday to Saturday evening links between St Andrews to Glenrothes via Cupar. These journey are timed provide links to Edinburgh and Kirkcaldy by interchanging at Glenrothes Bus Station.

A revised route renumbered Service 64A, Cupar to St Andrews, financially supported service will be introduced in the evening providing interchange opportunities between Ceres & West St Andrews with the 2342 train from Edinburgh at Cupar Rail Station.

Due to an increase in the number of pupils in Tayport, Fife Council is introducing an additional school journey which results in alterations to the route and timings of the 1510 journey from St Andrews to Balmullo on Service 94. This journey will continue to operate to Balmullo albeit by a more direct route. Service 99 from St Andrews to Dundee will still provide journey opportunities to Leuchars at this time.

Additionally, Stagecoach in Fife has informed us of their intention to alter the commercially operated St Andrews town services from 29 September 2003. These commercial changes are being implemented as part of an ongoing Stagecoach review of services throughout Fife. Services affected include Services 91, 92, 93 & 94. Service 91, South St, Nelson St, Health Centre, Scooniehill Rd, Albany Park, North St, South St, will continue to operate in an anti clockwise direction with the new timetable providing a continuous loop around the town. The recently introduced Service 93, South St, Albany Park, Scooniehill Rd, Health Centre, Langlands Rd, South St, has not proven to be commercially successful and will be withdrawn, however the resource will be used to enhance the frequency between West St Andrews and the Town Centre on Service 92.

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## **Appendix G – Draft Local Governance (Scotland) Bill**

*Report by Ken Fraser*

The draft bill has three major proposals. These are:

- 1) The introduction of Proportional Representation by the Single Transferable Vote for Scottish local elections (Community councils are not mentioned, presumably because the method of election will remain at the discretion of the local council).
- 2) A change in the age for standing as a Councillor from 21 to 18.
- 3) The introduction of "A new system of remuneration" for Councillors. The word "Salary" is scrupulously avoided, but that is what the proposal amounts to. No figures are included, as this will be a matter for the Scottish Executive to determine.

There are several lesser changes. All are predicted to come into force for the next Scottish local elections in 2007. Comments, if any, are to be made by 30th September this year, particularly on "Practical issues surrounding the implementation of the

legislation".

If I may make a personal comment, Section 1(3) directs that electoral wards shall have 3 or 4 councillors only. However, the Kerley Report, upon which the Bill is supposedly based, says the number should be between 3 and 5. Independent political scientists hold that real proportional representation is achieved only with 5 or more councillors in a ward. For technical reasons, a ward with 3 councillors would produce a result markedly less proportional than one with 4. It would be possible, without changing the basic sense of Section 1(3), to ask that it be amended to specify that the normal number should be 4, and that 3 should be adopted only in areas of particularly sparse population.

Would the Community Council wish to comment on any of the above points ?

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## **Appendix H – 20 Year Structure Plan for Fife**

*From Development Services*

Work is progressing on the new 20 year Structure Plan for Fife. The purpose of this letter is to provide an update on progress and timescales.

The strategy for the draft Plan was approved by the Policy and Resources Committee in January 2003 (copy attached for information). The vision for the Plan is to end locational disadvantage in Fife by 2026 through providing positively for development, economic growth and increased prosperity at least environmental cost, whilst protecting and cherishing environmental assets for the enjoyment of Fifers and non-Fifers. This vision will assist in implementing the Fife Community Plan and the Environmental Strategy "Take A Pride in Fife".

The kinds of choices the Plan will make include:

- where, over the next 20/25 years, are the best strategic locations in Fife for major new development for jobs and houses;
- what scale and nature of development should take place and how can it best be procured;
- the location, kind and scale of new infrastructure that will be required to service existing and new development; and
- how all of this can be delivered to maximise the benefit to communities and Fife.

The general location of new development land releases will be the main focus of the 20 year Plan. Site selection, master planning and implementation will come at a later date through

Local Plans, planning permissions and development agreements. The 3 new Area Local Plans (East, West and Central) will all be started later this year.

It is estimated at this stage, some 21,000 new houses in addition to the existing supply will require to be accommodated within Fife, predominantly in West and Central. Seven strategic locations are currently being considered for potential large scale development of at least 1,000 houses and other development. These strategic locations are Dunfermline, Lochgelly, Kirkcaldy West, Kirkcaldy East/Dysart, Levenmouth, Glenrothes, and Markinch (as detailed in the Committee Report of January 2003). There are no strategic locations proposed within East Fife. The new East Area Local Plan will be considering where land for new housing development should be proposed.

Consideration is being given as to which of these strategic locations and how many should accommodate large scale development. All of the seven locations may not be selected. It is likely that the selected locations in total will accommodate about half of the need. Land for the balance will be identified through the 3 new Area Local Plans. These sites will range in size from very small development sites up to larger sites that could accommodate below 1,000 houses approximately.

The Structure Plan will of course address all strategic land use issues including employment land, retail, transportation, the environment, energy, waste and minerals.

Consultation with our partners and the public is vitally important in the Structure Plan and Local Plan processes. You will be contacted separately in respect of the 3 new Local Plans. Indeed preliminary consultation is already underway in the East area where 27 drop-in community consultation events are being held through September December. In respect of the new Structure Plan, consultation will be undertaken over 8 weeks in February/March next year once the draft Plan has been approved for consultation. Prior to that I would be happy to provide a presentation to Community Councils to outline the strategy and the work undertaken to date in some more detail.

We intend to present the draft Plan to Committee in December with consultation thereafter once the Plan is printed. The next stage is then to finalise the Plan and submit it to the Scottish Ministers for their approval, with or without modifications. We intend to submit the Plan before the end of 2004 at which time there will be a further period for any formal objections to be made.

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## **Appendix I – Airport Bus Links**

*From Dr Bob McLellan, Head of Transportation Services to Iain*

*Smith MSP*

As a result of a Public Transport Fund award, Fife Council will be constructing a public transport interchange at Inverkeithing Station which will provide a bus turning circle next to the northbound platform, electronic passenger information, improved taxi facilities, improved vehicular access from Boreland Road, improved pedestrian facilities, cycle storage and waiting shelters. Additionally it is intended as part of this project to provide a direct bus link between the station and Edinburgh Airport. It is currently anticipated that, subject to signing of an agreement with Network Rail, work will begin on the interchange in autumn this year and that the bus service should be established on completion of the work early in 2004 although full details of the service have still to be developed.

You will also be aware of plans, announced recently by the Scottish Executive, to provide a direct rail link with the Airport to various locations in Scotland including Fife although this is not expected to be in place until around 2010. In the meantime rail passengers from Fife are currently able to travel to the Airport by bus from Waverley Station. The service is operated by Lothian Buses and leaves the station every 10 minutes throughout the day.

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## **Appendix J – Brown Bin Implementation**

*From Roy Stewart, Environmental Services to Cllr Frances Melville*

Brown Bin Implementation – St Andrews/Strathkinness

In response to your letter dated 8th July 2003 where you express that concerns have been raised by certain members of the community, I write to advise you that all these matters should be resolved in the very near future.

As you will be aware Environmental Services undertook the arduous and logistically challenging task of delivering approximately 10,000 compost bins to the north east of Fife over a period of six weeks. This equates to the delivery of over 1,500 bins per week. In order to achieve this target additional staff and resources had to be deployed which in itself leads to further problems with the new employees not being as knowledgeable of the areas they are working in as existing staff.

As with any new initiative or distribution there will be slight unforeseen or unavoidable problems along the way however having met our targets for deliveries we are now concentrating on the few outstanding issues that we were unable to resolve as part of the initial distribution. These include some houses that either had bins delivered when they were not required or

did not get bins when they wished to receive them.

With regard to the delivery of bins to residents that express an intent not to receive a bin, if this request was received too near to the distribution then it would not have been recorded on the delivery crews exemption list, it would have then been recorded as an unwanted bin uplift. Any subsequent call to advise us that a bin was delivered would be recorded as a request again thus creating duplicate lines for uplift of the same bin.

I can only assume that with respect to the non-delivery of letters to some residents prior to the delivery of the bin that the men inadvertently missed the street whilst delivering the letters.

There have also been a few occasions where bins have not been delivered to some households and this again has been done inadvertently as will happen with this volume of distribution however we have tried, where possible, to rectify this whilst still delivering in the area. If however the crew had moved on to another location by the time of receiving notification of the error then these properties have had to wait for delivery until the end of the schedule timetable.

We have got a list of these problems that are being dealt with at present however it has to be realised that these are relatively minimal in the context of the size of distribution undertaken and any outstanding problems are receiving our immediate attention.

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## Appendix K – Consultation Events

*From Cathy Kinnear Planner (Plans & Policy), Development Service*

### **27 Drop in Community Consultation Events throughout East Fife September-December 2003**

Development Services (The merged Planning and Building Control Service and Economic Development Service as from August 11th) are under Statutory Obligation to consult the public on the East Fife Local Plan. Transportation Services are under Statutory Obligation to consult the public on the Area Transport Plan (ATP) and the ATP works programme 2004/05. To avoid consultation fatigue these two services have agreed to consult jointly and to open the Consultation to other Council Services and the Community Planning Partnership.

Between September and December 2003 there will be 27 Consultation Events in 26 venues across East Fife. Local halls will be open from 3pm to 8pm for people to drop in and write and draw what they think and feel are the important issues in their area and environment and to express their opinions about some specific topics.

This is an opportunity to feed issues into the East Fife Local Plan, 20 Year Structure Plan, Area Transport Plan and Community Plan. Other comments and suggestions will be directed to the relevant services and organisations and help shape policy, practice and works programmes.

There will be free refreshments. Transport can be provided for people otherwise unable to attend.

It is very much hoped that Community Councils will be directly involved in this cross Council, Fife Partnership Community Planning Initiative. Could you help distribute flyers, include information in newsletters, put up posters, and help to staff the Events as welcomers or refreshment providers? Staffing sessions are up to four hours at a time (shorter sessions are fine). There will be advice and guidelines and a practice session.

For your information, I have attached provisional and confirmed dates for the events.

Please contact Cathy Kinnear, Plans Policy, Development Services, 01334 412103, email [cathy.kinnear@fife.gov.uk](mailto:cathy.kinnear@fife.gov.uk) to discuss any aspect of this letter.

St Andrews: 3-8pm Tue 14 & Wed 15 October

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## **Appendix L – Petheram Bridge Car Park**

*Letter of objection, to Development Service, by Pete Lindsay*

### **03/02452/EFULL Petheram Bridge Car Park**

I write on behalf of the Planning Committee of the Royal Burgh of St Andrews Community Council to object to the above proposal. The information supplied by the developer, Scottish Enterprise Fife, is quite inadequate for the size and impact of the proposal and does not consider its wider consequences to St Andrews.

#### **In Summary:**

This application is premature.

There has been insufficient (no?) consultation with stakeholders and the community.

Transport infrastructure in the Station Road/Petheram Bridge area should be considered as an integrated whole.

This application contradicts the requirements of the Fife Structure Plan.

Insufficient attention has been paid to the effects on traffic in City Road and from the West and South of St Andrews.

#### **In detail:**

## **1. Prematurity**

While improvements to facilities and access in the Petheram Bridge area would be beneficial, it seems to us that single issue proposals such as building a new bus access are quite premature coming in advance of:

- a. the upcoming Local Plan revision, and
- b. the development of the Area Transport Plan, and
- c. the University's rumoured 'master plan' for the North Haugh, adjacent to Petheram Bridge.

## **2. Public Consultation**

This is a major proposal from a public body but there has been no public consultation so far as we are aware.

Until recently there were regular meeting of working parties under the auspices of the Tourism Management Plan at which various improvement proposals from Scottish Enterprise Fife would be subject to preliminary discussions. We very much regret the cessation of these meetings and SEF's apparent decision to go it alone without feedback from the community upon whom they are seeking to impose improvement.

## **3. Rationale**

We wonder at the rationale behind this proposal.

While we very much welcome the improvement in levels of use of the Park & Ride buses this year it is not yet assured that this will be sustained long term, and it is also not certain, we hear from our Fife Councillors, that the service will be run year-round to justify such major works.

The whole question of integrated transport, in which the Park & Ride scheme plays a part, seems to have been relegated to the sop of accompanying cycle and pedestrian lanes. There is no consideration of the effects on wider issues nor on the proposals for a St Andrews rail link in the same area as this scheme.

## **4. Conflict with the Fife Structure Plan**

The proposed bus way is in conflict with a suggested route for the St Andrews rail link, as described in the Fife & South Tayside Rail Study. It also runs right over the top of the station site proposed in the study.

We must draw attention to the Fife Structure Plan:

The Structure Plan (para. 2.2.5) says "The Local Transport Strategy identifies the need to review the requirement for new stations at Leven and St Andrews (including a new rail link).

Proposal PT2 reads "Land for the following routes and facilities will be safeguarded from prejudicial development and identified

in Local Plans, in accordance with the Local Transport Strategy", and the list thereunder includes "The Leven and St Andrews lines including new stations (subject to review through Local Transport Strategy)".

As the route and site identified, however tentatively, in the FAST/Scott Wilson Study is the only one on offer, we submit that they must be protected unless and until a viable equivalent is identified.

<see attached map from the study showing a proposed railway and station: St A railway.jpg>

*[not included in this agenda – PL]*

We hear that there are talks underway between the Chief Executive and outside bodies concerning the St Andrews rail link and its economic benefits to the area; are these talks to be subverted by wildcat schemes?

### **5. Reinstatement of Petheram Bridge**

Of particular concern in this single issue approach to the area is that there is no consideration given to the reinstatement of a route over the Petheram Bridge itself.

The inclusion of a separate route for pedestrians and cyclists across the A91 would alter the approach taken on the proposal for buses, pedestrians and cyclists to coexist on the proposed bus way. This separation would improve safety and take at least some of the latter two groups to their destinations more directly than a descent to car park level before crossing the ever busier A91.

### **6. Some Specific Concerns**

#### **a. Loss of the Taxi Rank at Station Road / St Andrews Bus Station.**

Even an extended Park & Ride service cannot provide the flexibility of the Bus/Taxi interchange, and there is no indication of a replacement site. The inevitable fear is that taxis will be forced to wait in nearby streets exacerbating existing problems with, for instance, the de facto taxi rank on St Mary's Place outside the Students' Union building and Fife Council Local Office.

#### **b. Access to Windmill Road**

It is not clear from the plans whether the right-of-way from Station Road to Windmill Road is maintained.

#### **c. Egress from the Bus Station**

The Pedestrian exit from the drop-off stance of the bus station appears to be lost (to groundcover planting); this is not solely used by those moving from bus to taxi, but by many of those exiting the bus station having disembarked; the remainder

cross Station Road directly at the disembarkation point, which will be rendered more dangerous if it becomes a through road rather than a dead end turning circle. The disembarkation stage was upgraded relatively recently with safety fencing to separate departing pedestrians from manoeuvring buses in the bus station turning area. This proposal does not seem to regard that safety work.

Have Stagecoach been consulted?

## **7. Traffic Impact**

We are surprised that in an application of this nature, for full planning permission, no supporting papers pertaining to traffic impact are included. For instance its effects should be simulated through the Fife Council Paramics (?) traffic model for St Andrews.

Even on a brief study of the plans available a number of questions must be raised:

### **a. What is the direction of travel?**

This is not clearly shown on the plans.

### **b. City Road Traffic**

What will be the impact on City Road traffic and pedestrians crossing to the bus station of more buses entering/leaving Station Road.

### **c. Access from the South and West**

A bus lane, as shown, means the loss of the 'bypass' for City Road for traffic travelling between the west and south-west of St Andrews and the A91/North Haugh or vice versa. As City Road is one of the busiest in St Andrews, forcing more traffic to use it may not be beneficial.

### **d. Cycle Access**

Similarly the proposal severely disadvantages bicycle traffic from the south and south-west, which currently has an effectively continuous route to the North Haugh/A91/St Andrews-Leuchars cycleway from the Viaduct Walk cycle way (and indeed indicative cycle lane along Canongate) through the Argyle Street and Station car parks. It is difficult to see how being forced onto Doubledykes Road and City Road to join the proposed cycle route will be beneficial to those from the South, or western cyclists using the main road cycle route from Hepburn Gardens who currently turn off from Doubledykes Road down through the car parks to the marked cycle routes at Petheram Roundabout.

It must also be shown what advantage cyclists will gain from the cycle lane when travelling between the town centre and North Haugh over the current Doubledykes Road/Kennedy

Gardens route.

### **8. Earthworks and landscaping of the new parking area**

The extensive planting in the current Petheram car park is very successful at hiding what would otherwise be a sterile eyesore from the view of those entering St Andrews along the A91. The visual effects of digging back into the hillside by Jacob's Ladder must be carefully modelled and a 'realistic' simulated view presented to convince the Development Committee – and the public – that rock-filled wire baskets partially covered with straggling shrubs\* replacing a pleasing soft grassy slope will not perpetuate the sorry history of visual disasters in this area (such as the glass gasometer of the Gateway and the widely-disliked pastel colour scheme of the Biomolecular Science building).

(\* or whatever *Helix Hibernica* is – could we have a common names key for the benefit of the non-technical, non-gardening public please.)

### **9. History**

Old structures of the former railway will be demolished to make way for the bus route. These may be of historical value and consideration should be given so whether there is any value in preserving them or in a programme of industrial archaeological investigation before this or any related scheme goes ahead.

## **Correspondence**

<b>Date</b>	<b>from</b>	<b>subject</b>
00/08/2003	Stephen D Reddy	ASCC rep
04/08/2003	Ian Mackie	Patras visit
04/08/2003	Thomson/Gale	Copyrights
04/08/2003	Joyce Pirie	Thanks
08/08/2003	Scottish Civic Forum	Shaping Local Consultation questionnaire
08/08/2003	Fife Health Council	Healthwatch Newsletter
09/08/2003	Frances Melville	Roy Stewart letter re bin delivery
09/08/2003	Police	Community Team Newsletter
09/08/2003	Law and Administration	Community Council Seminars
09/08/2003	Planning & Building Control Service	Community Consultation Events
09/08/2003	Scottish Executive	Scottish Rural Partnership Funding

		round 2004-5
11/08/2003	Planning & Building Control	Open Doors Day
12/08/2003	Mrs Willsher	Wheelie Bins (copy of letter to WS)
13/08/2003	Law and Administration East	Seminars for Community Councillors
13/08/2003	Law and Administration	Appeal – Greyfriars Garden
13/08/2003	Scottish Civic Forum	Participation Summit
15/08/2003	NO2TETRA/ENCAT	Tetra masts – public meeting
15/08/2003	East Area Services Committee	Agenda 20/8/03
15/08/2003	Police	Agenda CCTV advisory Group
15/08/2003	Calor Gas	Scottish Community of the Year
15/08/2003	Fife Fire & Rescue Service	Service Plan 2003-6
15/08/2003	Postwatch Scotland	Summer Newsletter
16/08/2003	Development Services	20 Year Structure Plan
16/08/2003	Community Recycling Network Scotland	Towards Zero Newsletter
20/08/2003	Water Customer Consultation Panels	Update & Public Meetings
22/08/2003	Warmburgh	August Newsletter
22/08/2003	planning aid	Newsletter Aug 03
23/08/2003	Entrust	Entrust restructure
24/08/2003	Iain Smith MSP	Transport links to Edinburgh
26/08/2003	FoE	What on Earth summer Newsletter
26/08/2003	NHS 24	Visit to Assessment Service
27/08/2003	Chief Executive	East Area contact list
27/08/2003	SEPA	Sepaview Newsletter summer 2003
29/08/2003	Transportation Services	Changes to local bus services
29/08/2003	FoE	Raffle

