

sustaining



# Anstruther, Kilrenny and Cellardyke Action Plan for Active Travel and Sustainable Transport: Draft



August 2021



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# Introduction

## 1. Executive Summary

1.1 The Sustaining Choices project has worked with communities across Scotland to develop a body of evidence that demonstrates the changes they would like to see in their area regarding walking, wheeling, cycling, and public transport. This is particularly timely given the challenge of climate change and net-zero targets, the need to reimagine the environments we live in as a result of the Covid pandemic, and the need to implement a green recovery as a consequence of both. This Action Plan articulates the evidence base that has been gathered for the communities of Anstruther, Kilrenny and Cellardyke in Fife<sup>1</sup>, Scotland.

1.2 Events were organised as a partnership between The Royal Burgh of Kilrenny, Anstruther and Cellardyke Community Council and Fife Council, with the support of PAS. Information gathering events were held in March and April 2021, with a prioritisation event to be held in August the same year.

1.3 The following Anchor Statement was developed by the local core team to define the goal of the engagement process: “Is the current transport structure in Anstruther meeting the needs of residents and visitors? How do you move around the area? What works well? What needs improved? What would you change? We will be considering the following

aspects: Traffic Flow; Parking; Signage; Public Transport; Cycling; Walking Routes.”

1.4 The full list of aims, priorities (19) and actions (52) shared by the community can be found in Appendix 1, under the following vision topics: Active Travel, Delivery Strategy, Parking, Public Realm, Public Transport, Road Layout, and Road Safety.

1.5 Table 1 summarises the 8 Key Actions identified for the area.

<sup>1</sup> Please note that while the contracted term “Anstruther Action Plan” is used in the document, it should always be understood as referring to the three communities of Anstruther, Kilrenny and Cellardyke as a whole.

Table 1: 8 Key Actions\*

Priority	Topic	Action	Code
1.	Active Travel	Improve pavements for people of all abilities to move around safely.	AT4
2.	Active Travel	Increase bike storage provision	AT9
3.	Active Travel	Better wayfinding signage for pedestrians and cyclists	AT15
4.	Parking	Feasibility study of town parking. Include study of Action Points P1, P3, P4 and P6	P2
5.	Public Transport	Explore feasibility of direct/express bus connections to Cupar and Leuchars railway stations.	PT5
6.	Road Layout	Anstruther: Explore option of pedestrianisation.	RL2
7.	Road Layout	Anstruther: Review one-way options.	RL3
8.	Road Layout	Improve traffic signage	RL6

\*Table to be completed after delivery summit



*“With the help of Planning Aid Scotland and Fife Council we have used Sustaining Choices to engage with our community on the important issues of transport and getting around. We now have an evidence based action plan which we will use to drive the necessary changes”*

Andy Peddie, Chair, Kilrenny,  
Anstruther and Cellardyke  
Community Council

# Context

## 2. Purpose and Scope

### Sustaining Choices

- 2.1 Sustaining Choices as a project was primarily set up to support economically disadvantaged and isolated communities in urban and rural Scotland who currently underutilise, or have poor access to, sustainable transport and active travel opportunities.
- 2.2 PAS is convinced that the future of engagement in the planning system will be a hybrid of face-to-face and online approaches requiring the use of open-source, locally adaptable methods and tools, and will increasingly be citizen-led. Sustaining Choices is a pilot project designed to learn and adapt into this new emerging space.
- 2.3 Sustaining Choices has been funded by the Paths for All Smarter Choices, Smarter Places open fund and delivered by PAS working alongside delivery partners in each community.
- 2.4 Initially nine communities were accepted into the project, but two locations were not able to progress to the information gathering stage (West Fife Villages and Cumnock). The final group of communities for whom Action Plans are being prepared are Anstruther, Kilrenny and Cellardyke (Fife); Bishopbriggs (East Dunbartonshire); Garve & District (Highlands);

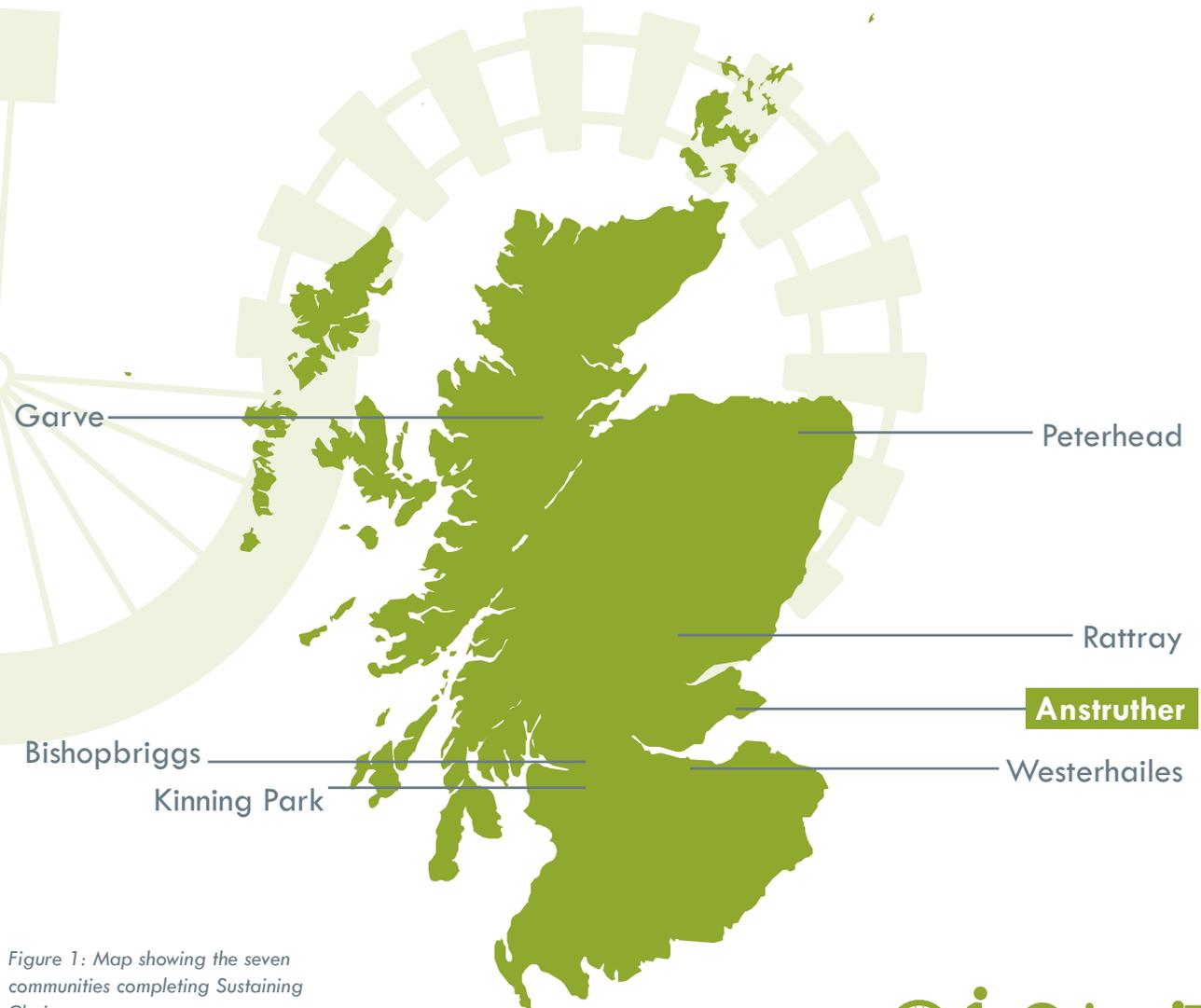


Figure 1: Map showing the seven communities completing Sustaining Choices

Kinning Park (Glasgow); Peterhead (Aberdeenshire); Rattray (Perthshire); Wester Hailes (Edinburgh).

2.5 The goal of the project was to develop an increased evidence base to support sustainable transport and active travel interventions in each location. It focusses on communities at the margins or which don't have an existing evidence base, to help make decisions to promote sustainable transport in each area.

2.6 The following wider project outcomes were achieved:

- Enabling communities to customise the Place Standard (PS) Tool for use in Active Travel engagements using a simple, replicable framework.
- Training 35 community facilitators (citizens, third sector and public sector workers) in delivering their own online engagement processes using Zoom and PS within their own communities.
- Establishing foundational confidence to take other processes forward, such as Local Place Plans (LPPs)
- Developing 7 Active and Sustainable Travel Action Plans for communities across Scotland to use as an evidence base to develop future interventions.

2.7 At core each Action Plan consists of a vision for change broken down into a variety of topic areas, each subdivided into a series of aims. For each aim, a number of priorities and actions emerged from the research. These form the backbone of the Action Plan proper. The Action Plan can be viewed in Appendix 1.

## Anstruther, Kilrenny and Cellardyke

2.8 Anstruther, Kilrenny and Cellardyke are communities located on or near the coast of the East Neuk of Fife. Anstruther Easter and Wester are areas of the main town separated by the Dreel Burn, with Cellardyke merging with Anstruther Easter and the village of Kilrenny a short distance beyond both. They are situated approximately 9 miles south of St Andrews and have a combined population of around 3500 people. Originally founded as a fishing port and forming part of the historic Siller ('silver') Ports of the East Neuk, these settlements now form a popular tourist destination and function as a hub settlement for the East Neuk. Kilrenny and (as a Royal Burgh) Anstruther feature historic conservation areas, and taken as a whole all three communities offer an appealing built environment. But all three are also constrained for the purposes of modern traffic use by their inherited, traditional urban form.

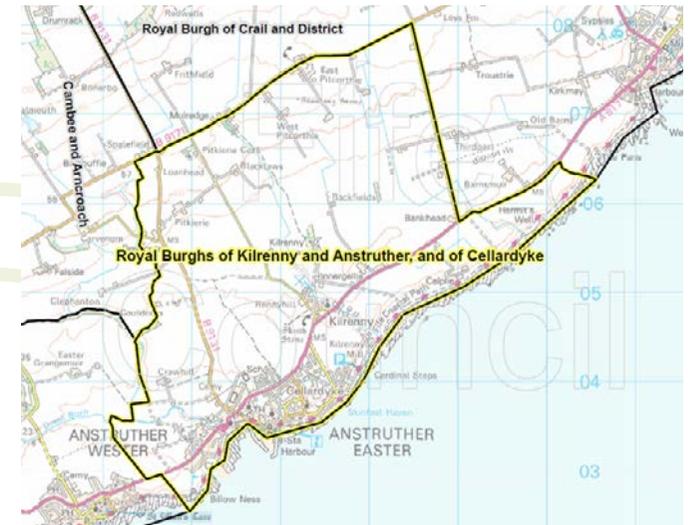


Figure 2: Community boundary for Anstruther

2.9 **Figure 2** shows the Community Boundary for Anstruther.

2.10 The Understanding Scottish Places (USP) website describes Anstruther in the following way: “this type of medium-sized town is extremely mixed in terms of demographics. There is a particularly wide range of people, housing and activities. The number of older couples with no children are higher than average. There is a mix of professional and non-professional jobs, and part-time and self-employment are both important for a significant proportion of residents. Socioeconomic status is higher than in other kinds of town and there is a mix of

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professionals and non-professionals, those with higher and lower educational attainment.

2.11 **Figure 3** shows the pattern of commuter flows from Anstruther (data sourced from USP website).

2.12 Anstruther in general has a higher number of public sector jobs, number of children in secondary school and number of shops than similar towns of its size, but is highly dependent on other nearby towns in terms of hospital access and distances travelled to work.

2.13 **Figure 4** shows the demographic profile of Anstruther indicating a high proportion of middle-aged and older residents, data sourced from the USP website.

2.14 **Figure 5** shows 30% of people own more than one car in Anstruther, data sourced from the USP website.

support from PAS. The Royal Burgh of Kilrenny Anstruther and Cellardyke Community Council is made up of 13 locally elected members and serves the local community in a number of ways, including as a potential statutory consultee on planning applications in the area. In addition to the Community Education team of Fife Council, members of the North-East Fife Place Leadership Group were involved in running sessions. Several local councillors attended as participants. Fife Council Transportation Department were involved in early conversations about delivery.

## Core Team

2.15 This Action Plan was produced by a partnership of the local community council and Fife Council's Community Education Team, with

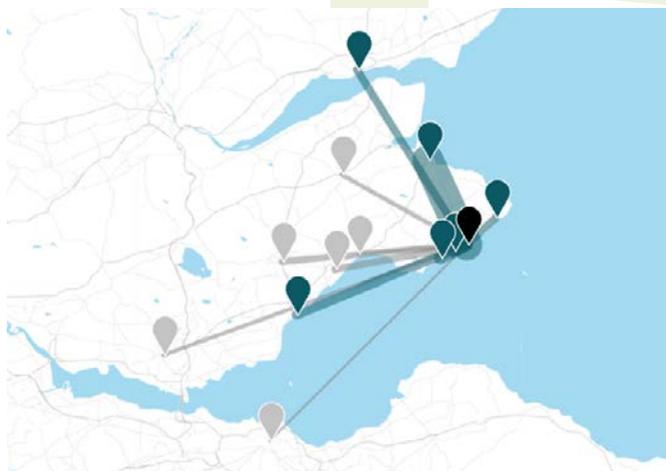


Figure 3: Pattern of commuter flows from Anstruther. Coloured lines/pins show the main flows that exceed 2% of this town's population. Grey lines/pins show smaller flows that still exceed 0.5% of this town's population. Data from Understanding Scottish Places.

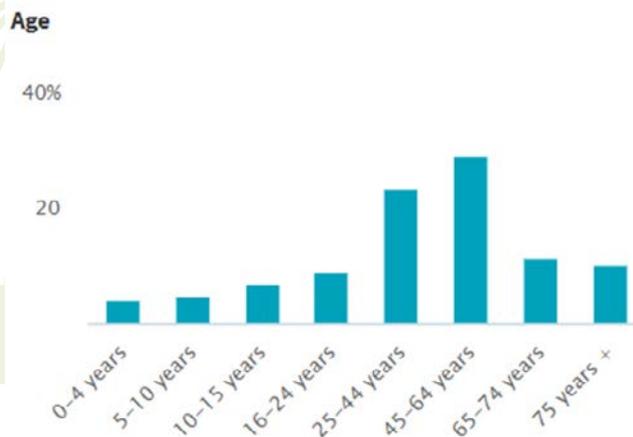


Figure 4: Table showing demographic profile of Anstruther

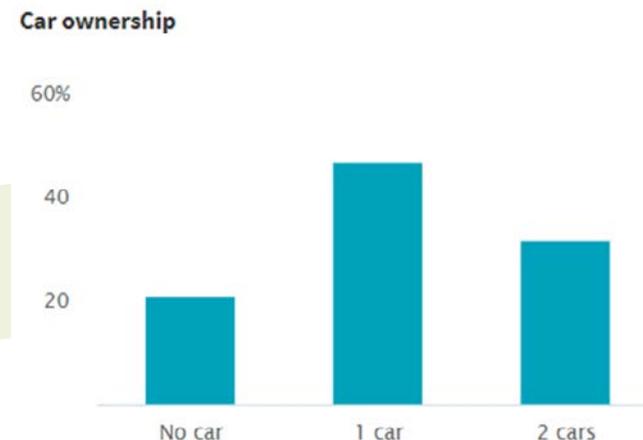


Figure 5: Table showing car ownership in Anstruther

2.16 A Core team was formed out of the partnership between the Community Council and Fife Council’s Community Education team. The Core team was responsible for day-to-day decisions about the engagement process, from strategy design, marketing and bookings to workshop design, selection of key actions and community-led engagement event delivery.

2.17 The Core Team consisted of two members of the Community Council Andy Peddie (Chair) and Daryl Wilson (Secretary); two members of the Community Education Team – Caroline Berry and Fiona Clark (Community Education

Workers); and the Project Lead Sheena Watson (Team Manager, Community Development). All members of the core team attended one or both of the community facilitator training sessions.

## Anticipated uses for the Action Plan

2.17 Following a key policy goal of the National Transport Strategy for Scotland, it is hoped that this Action Plan will be used to embed the implications of these proposals in spatial

planning and land use decision making for the Anstruther, Cellardyke and Kilrenny area.

2.18 The Action Plan is also intended for use by communities and local authorities to plan changes to services and the built environment or be used as a basis for developing specific proposals. This may involve being submitted as an evidence base to help justify further funding applications for work such as feasibility studies or securing bike-storage infrastructure. It can also be used by departments of Fife Council itself (such as Transportation) as they develop their own schedule of interventions.



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## 3. Planning and Transport Policy Context

### National Policy Context

3.1 At a national level, the policy controlling active travel and sustainable transport is framed by the National Planning Framework (NPF3), Scottish Planning Policy 2014 (SPP), and Transport Scotland’s National Transport Strategy 2 (NTS2). Other key policy documents governing Active Travel and Sustainable Transport are listed in Appendix 2.

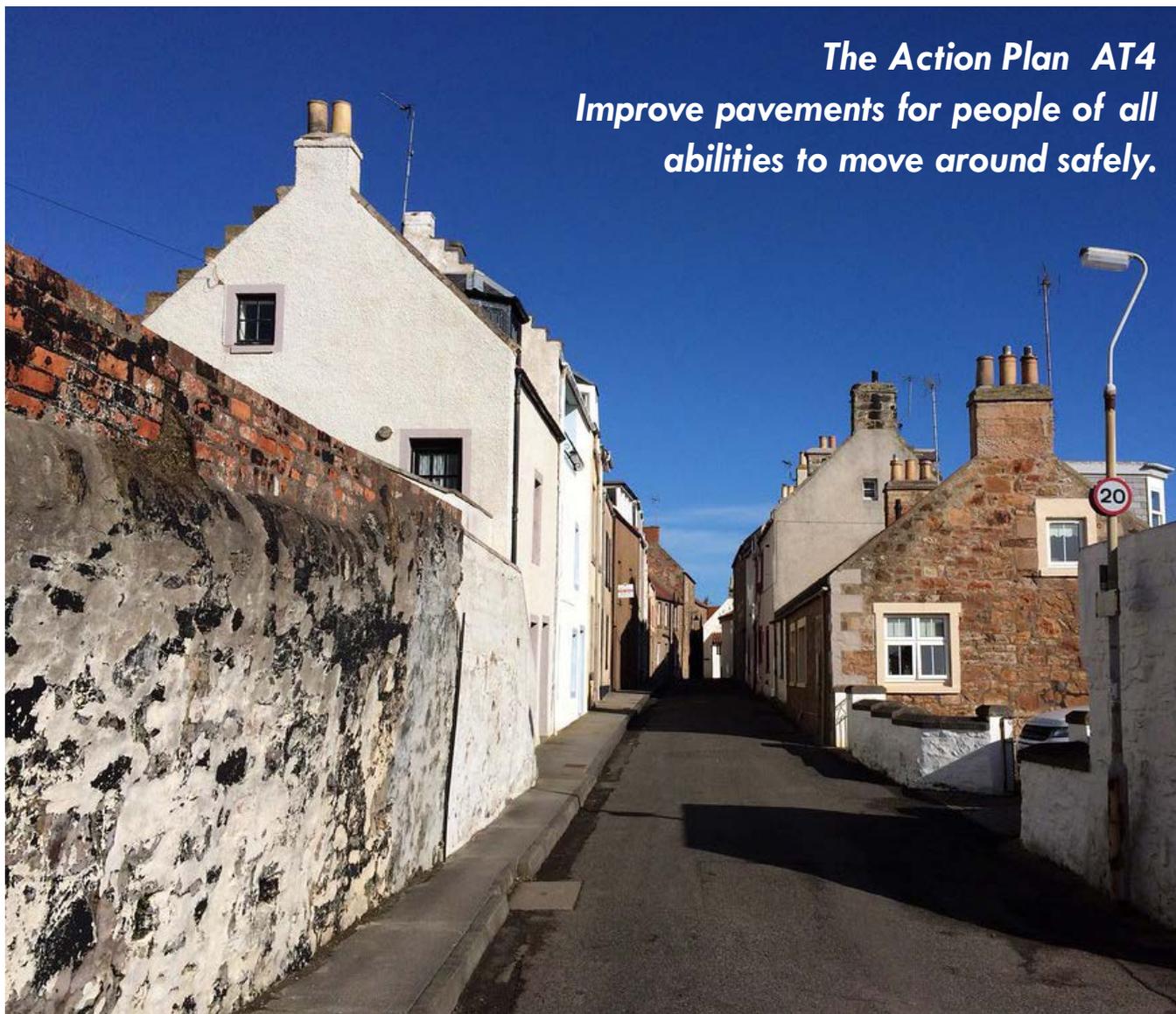
3.2 NPF3 is in process of being reviewed with the fourth National Planning Framework due in the next season. NPF3 currently lays out a four-fold vision for a Scotland as a successful, sustainable place; a low carbon place; a natural, resilient place; and a connected place. Among other aims, it highlights the goal of decarbonising the transport sector and achieving significant levels of behaviour change regarding the population’s choice of transport modes (5.13); encourages local authorities to develop at least one exemplar walking-and cycling-friendly settlement in their region (5.14), stresses the importance of electric vehicle (EV) charging to lower carbon emissions in rural Scotland (5.30), articulates

an ambition to achieve a step-change in active travel by developing core-path plans and local community networks (5.33), and makes a commitment to promote tourism infrastructure and public transport improvements for key tourist routes and destinations (5.34).

3.3 The SPP, or Scottish Planning Policy (2014) commits Scotland to promoting sustainable transport and active travel as part of NPF3’s ‘connected place’ planning outcome. Key policy principles include optimising the use of existing infrastructure, providing safe and convenient opportunities for walking and cycling for both active travel and recreation, facilitating travel by public transport, and enabling the integration of transport modes. It speaks of the importance of promoting development to maximise travel demands being met first through walking, then cycling, then public transport and finally through use of private cars (para. 275). It states that Local Development Plans should identify any required new transport infrastructure or public transport services, including cycle and pedestrian routes, trunk road and rail infrastructure (para. 275).

3.4 The National Transport Strategy 2 policy document articulates a vision for a sustainable, inclusive, safe, accessible transport system, helping deliver a healthier, fairer and





**The Action Plan AT4  
Improve pavements for people of all  
abilities to move around safely.**

more prosperous Scotland for communities, businesses and visitors. Its four priorities each have three outcomes and a series of policies to guide their implementation. Its priorities and outcomes are designed to be used as an evaluation framework to measure progress.

- 3.5 NTS2 acknowledges that people still face barriers when wanting to cycle or walk to their destination, and that vehicles including public transport continue to emit greenhouse gases. It commits to addressing this.
- 3.6 Regarding inequalities, key issues identified by NTS2 that need to be addressed regarding active travel and sustainable transport include: the risk of transport poverty for around about 1 million deprived households across Scotland compounded by high costs for public transport (p10); the gendered nature of access to public transport and resultant inequalities affecting women, as well as increased safety fears when walking (p11); the barriers young people face (particularly in rural areas) regarding the availability and cost of public transport, particularly to further and higher education (p13); the need to meet the travel needs of an increasingly elderly population (p14); and the considerable barriers to travel faced by disabled people (p15). The policy also recognises divergent transport and travel

“Anstruther to Elie coastal walk” by muninn.net is licensed under CC BY-SA 2.0

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issues faced by different communities across Scotland, whether urban or rural, and according to socio-economic factors. It states that “many of Scotland’s most disadvantaged communities are in cities, particularly in suburban areas. Yet, many of them are now having to travel longer distances to access employment opportunities as significant numbers of jobs tend to be in city centre locations.” (p17). But it also highlights that people in rural areas usually have to travel further to access services and tend to have more limited choices when it comes to public transport, the latter meaning that rural households tend to drive more frequently than urban households.” (p17)

- 3.7 Regarding climate change, NTS1 notes that a key challenge is to reduce transport impacts to help deliver the net-zero target (p20). It admits that in terms of air pollution, emissions of NOx from road transport are reducing but not at the anticipated rate (p13). It also recognises that a key challenge involves getting people to change their travel behaviour, both in terms of reducing demand for travel and how they make particular journeys, especially by encouraging walking and cycling for short journeys.
- 3.8 Regarding the economy, the importance of tourism is acknowledged but so too the impact that increasing number of tourists, particularly



*The Action Plan AT15  
Better wayfinding signage for  
pedestrians and cyclists.*

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in the peak summer months, can have on the transport system. This can particularly impact rural communities, who are witnessing deteriorating road networks as traffic increases, particularly at natural and cultural attractions, with the use of much larger and heavier cars, caravans and motorhomes.

3.9 In terms of health and wellbeing, NTS2 notes that road safety is critical, and that road incidents in Scotland continue to have a significant negative impact on individuals, families and society as a whole. Similarly all people should be able to travel without fear of crime, especially women (p37). School children can be at risk when walking to school from poor path infrastructure, especially in rural areas. Over reliance on motorised transport contributes to Scotland’s obesity culture (p38).

3.10 Following on from this analysis, NTS2 sets a series of policy goals to deliver on the priorities and outcomes that have been identified. An assessment of all the Action Points articulated in this Action Plan, locating them within the context of relevant policy goals of NTS2.

3.11 **Table 2** shows connections between suggested actions and NTS2 Policy goals.

Table 2: Connections Between Actions and NTS2 Policy Goals		
NTS2 Priority	Key Policies	Relevant Action Points* (see Appendix 1)
Reduces Inequalities	Minimise the connectivity and cost disadvantages faced by those in remote rural and rural areas, including safeguarding of lifeline services	PT1-4; 7-11
	Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework (specifically disabled access to buses and trains, improved wayfinding and signage)	AT1-4; 12-16; P2
Takes Climate Action	Remove barriers to public transport connectivity and accessibility within Scotland	PT5-6
	Ensure sustainable, public and active travel access to employment, education and training and Improve sustainable access to healthcare facilities for staff, patients and visitors	PT3-4
	Reduce emissions generated by the transport system to mitigate climate change; Reduce emissions generated by the transport system to improve air quality	PT12; PR4; AT11
	Support management of demand to encourage more sustainable transport choices	P1-7
	Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods	PT12
	Improve the quality and availability of information to enable all to make more sustainable transport choices	PR5
	Increase safety of the transport system and meet casualty reduction targets	RL1-6; RS1-4
Improves our health and wellbeing	Provide a transport system that promotes and facilitates active travel choices which help to improve people’s health and wellbeing across mainland Scotland and the Islands	AT5-10
	Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	PR1; RL2,4; DS1
Helps Deliver Inclusive Economic Growth	Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	PR1; RL2,4; DS1

\*Action Code: AT = Active Travel; PT = Public Transport; P = Parking; PR = Public Realm; RL = Road Layout; RS = Road Safety; DS = Delivery Strategy



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## Local Policy Context

3.12 The Local Transport Strategy for Fife (2006 – 2026) details six transport themes and four travel choices, and lays out policy goals for all of these. The existing Local Transport Strategy is currently being reviewed, with a view to a new strategy being adopted in autumn 2022.

3.13 In terms of the existing strategy, it is noticeable that Anstruther as a community is not specifically mentioned at any point in this document. However, in terms of regional policies also applicable to the context in Anstruther, the following policy goals are of particular note:

### Walking and Cycling

- WCP3 - Provide more routes and encourage more walking and cycling, particularly in urban areas, for functional short trips.
- WCP4 - Provide segregated routes where practicable, to give priority to cycling and walking, particularly within major towns.
- WCP6 - Promote secure cycle parking at bus and railway stations, schools, major employers, town centre car parks, leisure and tourist facilities.

### Cars, Motorcycles and Parking

- CMP5 - Promote Park and Ride/Walk

facilities and locations, particularly for long stay, commuter parking.

- CMP6 - Provide suitable access for disabled people and service vehicles at appropriate times in town centres, in accordance with Fife's Parking Strategy.

### Passenger Transport

- PTT1 - Increase bus travel in Fife in line with national increases.
- PTP1 - Investigate the feasibility of expanding Demand Responsive Transport (DRT) services Fife-wide.
- PTP10 - Improve access to passenger transport information through the implementation of the Fife Bus Passenger Information Strategy.

### Travel Safety

- A commitment to further reduce traffic accidents with further implementation of traffic calming, 20 mph zones, improved walking and cycling facilities, and targeted measures at identified accident sites (including mobile speed cameras).

3.14 The Local Development Plan (LDP) that covers Fife Region is FIFEplan (2017), which is currently in process of being updated. FIFEplan includes an overarching spatial strategy to define how

the region can and should grow and develop, a series of policies designed to control development across the region, and specific settlement and countryside plans. Settlement Plans are prepared for each town and village that have proposals within the Local Plan area. A Settlement Plan sets out in detail the range, type and scale of development the Council will support. Therefore, Settlement Plans are useful documents for local communities and developers as they highlight the future development potential of an area.

3.15 The Settlement Plan for Anstruther and Cellardyke includes policy proposals to implement a 3m wide active travel route between Anstruther and Pittenweem for National Cycle Route 76 linking to Kirkcaldy and St Andrews, and that a safer route to school (Waid Academy) should be safeguarded around the northern edge of the town.

3.16 In line with the Settlement Plan, a community led initiative is being project managed by Fife Council to establish a multi-use path between Anstruther and Pittenweem. With the financial support of Sustrans, design work is progressing to enable the route to continue along St Andrews Road to the Co-op supermarket, then along the development road to the fields at the back of the industrial premises. A public

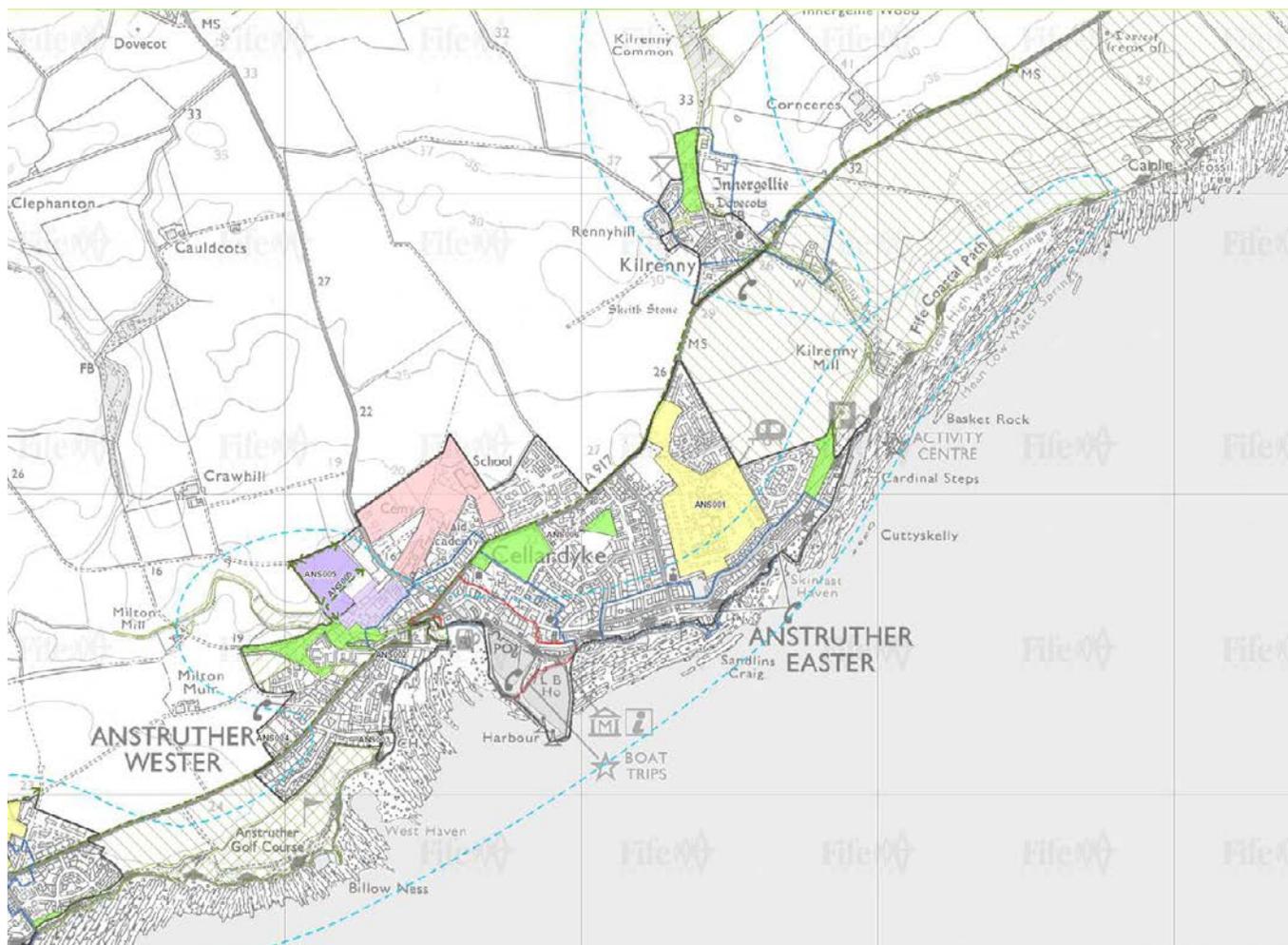


Figure 6: Extract of Settlement plan for Anstruther, Cellardyke and Kilkenny produced by Fife Council, see full version along with key by clicking on image or going to <http://arcgisweb.fife.gov.uk/LocalViewEXT/Sites/LDP1adopted/>.

consultation is planned in summer 2021 to explore different route options. \_

3.17 **Figure 6** shows the Settlement plan for Anstruther, Cellardyke and Kilkenny, viewable online via this [link](#).

3.18 A report entitled Rural Transport Research - Concessionary Bus Fare Scheme was prepared for the North-East Fife Welfare Reform & Anti-Poverty Group in August 2019. It made three key recommendations: 1) encourage partner agencies to raise awareness of the range of concessionary travel schemes available to residents in Fife, 2) develop a monitoring system which records not only the uptake of the concessionary scheme but also how people became aware of it. And 3) introduce a concessionary bus fare scheme as a pilot which would allow fuller examination of how people use the scheme and what benefits (intended and unintended) arise from it. This was piloted In January 2020 with 45 residents in North-East Fife, who were offered 100% discount on bus travel with the two local bus operators.

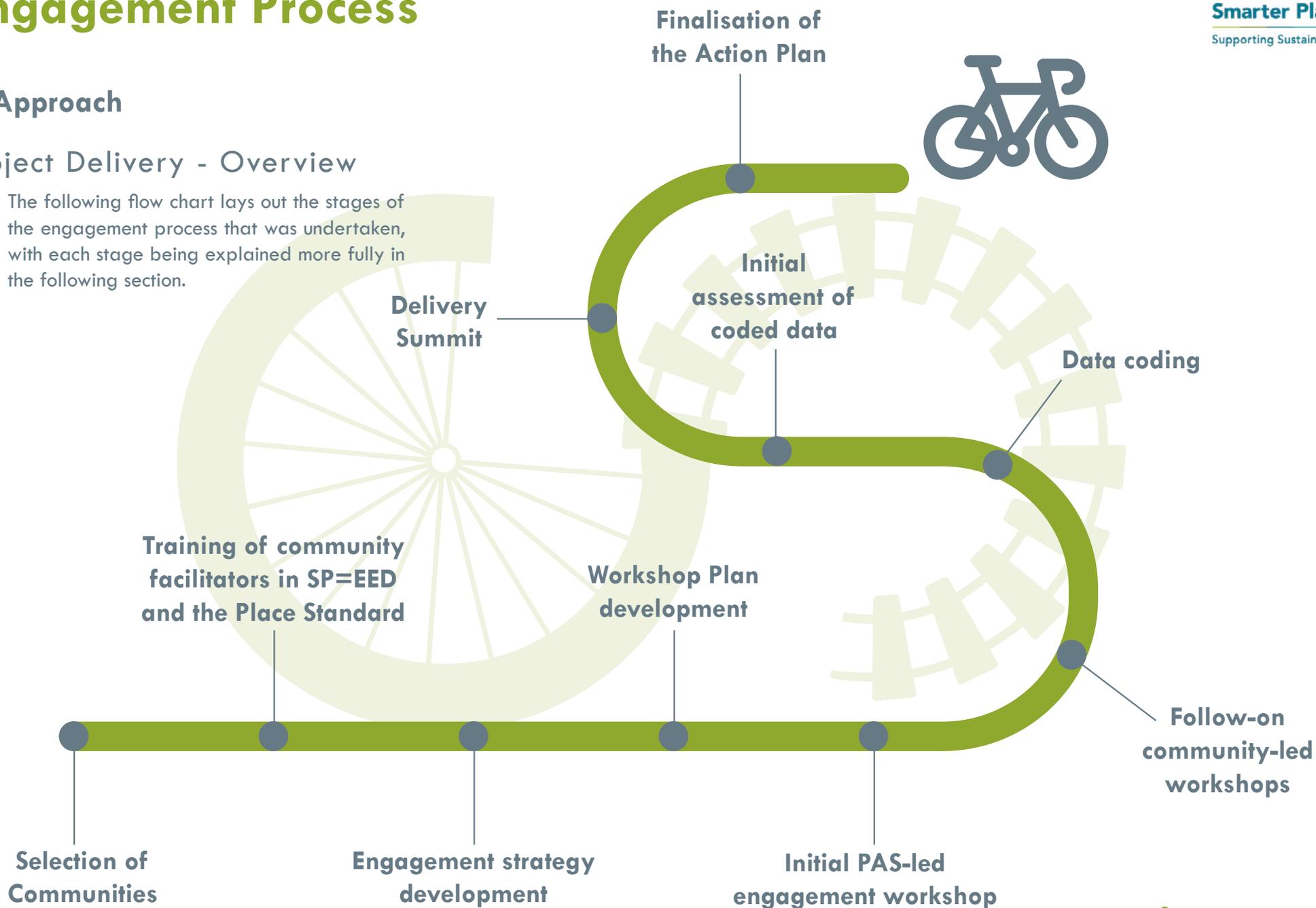
3.19 Between September 2019 and September 2020, the 'Let's Talk about...Transporting people' consultation was designed to involve people in designing the future of Fife-wide subsidised passenger transport services, but was interrupted by the coronavirus epidemic.

# Engagement Process

## 4. Approach

### Project Delivery - Overview

4.1 The following flow chart lays out the stages of the engagement process that was undertaken, with each stage being explained more fully in the following section.



# Engagement Process

## Project Delivery – Detail

- 4.2 The following describes the various stages of the engagement process.
- 4.3 After an initial exercise to select interested communities, the project began by training community facilitators to engage their communities in an online environment. This latter was a requirement because of the ongoing restrictions caused by the Covid-19 pandemic. Trainees were a mix of local citizens and third-and-public sector co-workers.
- 4.4 Elected members for the wards covered by the consultation were invited to a briefing session to explain the goals of Sustaining Choices. Those who couldn't attend received a recording to review at their leisure. Community facilitators were trained in engagement principles using an adapted version of [PAS's SP=EED® training](https://www.pas.org.uk/speed/)<sup>1</sup>. This was focussed on online engagement and encouraged the core teams that had formed to begin developing engagement strategies for their communities (marketing, stakeholders, consultation goals). A second session then introduced the [Place Standard Tool](https://www.placestandard.scot/)<sup>2</sup> and how to use it as a structured framework of questions, alongside training in basic facilitation skills. The goal was to begin a learning journey in which the community facilitators, from



**The Action Plan RL2  
Anstruther: Explore option of  
pedestrianisation.**

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<sup>1</sup> <https://www.pas.org.uk/speed/>  
<sup>2</sup> <https://www.placestandard.scot/>

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- whatever baseline understanding they held, gradually grew in confidence to run their own engagement sessions with their communities. Zoom and its break-out room system was used as the core video-conferencing tool. Key roles used within a call included a chair, tech support running the call, break-out room facilitator and break-out room note-taker.
- 4.5 For each community the core team developed a workshop plan with input from PAS. Each community selected 3-4 high level questions from the Place Standard Tool. Two further questions asking about people's high-level priorities and their suggestions for actions to implement these were mandatory. These questions formed the basis of each engagement workshop, together with an 'Anchor Statement' which described the goals that each community wanted to achieve with their engagement.
- 4.6 The Anchor Statement designed by the Anstruther Core Team was as follows: "is the current transport structure in Anstruther meeting the needs of residents and visitors? How do you move around the area? What works well? What needs improved? What would you change? We will be considering the following aspects: Traffic Flow; Parking; Signage; Public Transport; Cycling; Walking Routes."
- 4.7 A simple question-and response style based on these questions with groups of between 3 and 7 people in a break-out room was generally selected by each community. This simple approach was taken to make the process accessible and deliverable by community facilitators who were often on a steep learning journey. The 'open-source' nature of the Place Standard and its teachability made it ideal as an accessible tool to be used in this format. Details of the questions chosen by each community are given below.
- 4.8 PAS staff and volunteers then used this workshop plan to deliver an initial engagement workshop in each community, with core teams for each community running the bookings and publicity process. Community facilitators took the role of note-taker in each break-out room, alongside a PAS volunteer facilitator. In this capacity they were able to observe how an engagement was delivered first-hand, as the next stage of the learning journey. PAS facilitators also made sure to secure the numeric data required by the Place Standard to gain the level of improvement in a given topic area that participants felt was required.
- 4.9 Each core team then went on to deliver community-led online engagements on their own. This was the final stage of their learning journey. They were either run as sessions open to the general public or as sessions tailored to specific groups, such as young people. Some groups also chose to create online surveys, often using Microsoft Forms, to gather data, as an additional helpful stream of information.
- 4.10 Data gathered was typed-up by break-out room facilitators into a series of statements, which were passed back to PAS for processing. PAS staff took the data received from notetakers and coded (thematized) the data, before synthesising this information into an initial draft document of priorities and actions, along with an indicative assessment of the level of importance of each, based on response rate.
- 4.11 The draft list of actions of priorities was passed for initial assessment back to the core team, who were then given time to absorb the information and begin to discuss the outputs with their local delivery partners. The core teams then worked to short-list approximately 8 Key Actions that they felt warranted deeper attention by the community.
- 4.12 Lastly, an online delivery summit (facilitated by PAS) was held to present the draft Action Plan before it would be finalised. Attendees were sourced from those who had already attended or responded to previous engagements or

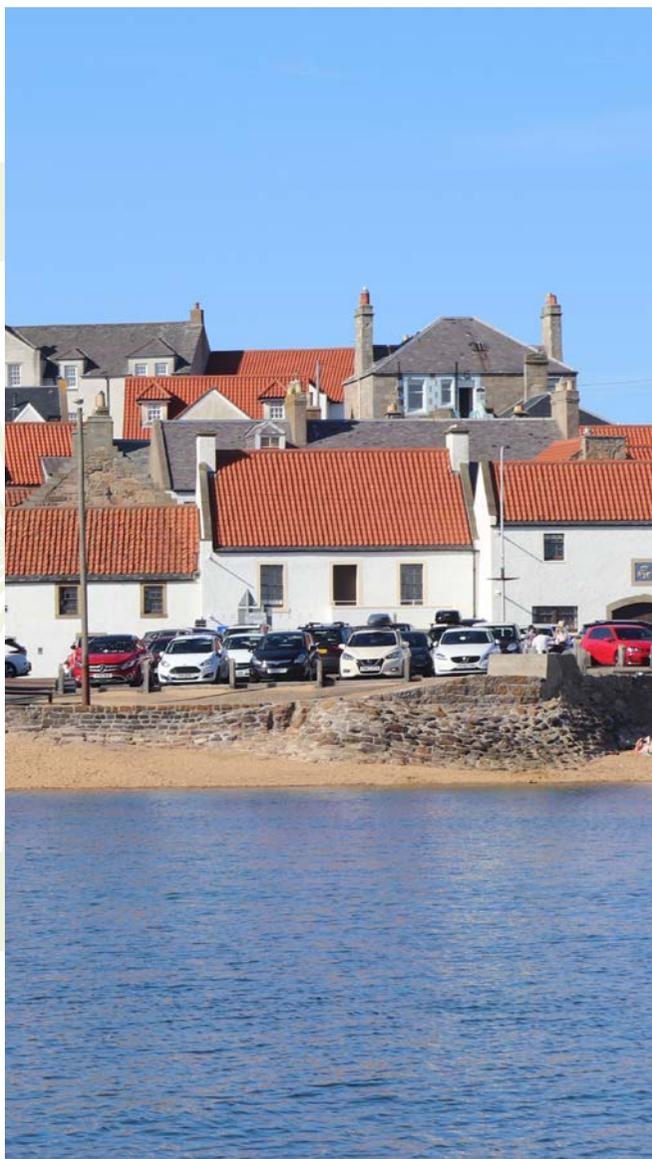
# Engagement Process

surveys. At the delivery summit, the core team first presented the draft action plan and spoke to which of the actions were already being addressed in some form by other processes and projects within local 3rd sector organisations or by the council. Then, the 8 key actions the core team wanted to discuss further were highlighted. Discussions in break-out groups facilitated by PAS volunteers, each held around 2-3 of these actions, then developed the timescales, delivery partners and possible first steps that could be first taken. Afterwards, in plenary, a polling process allowed the local community to clearly articulate which of the actions they wanted to see most effort put into initially.

- 4.13 The outputs from the delivery summits were then integrated into the initial draft before the finalisation of the Action Plan.

## Previous Community Engagement

- 4.14 In July/August 2020, PAS produced a report articulating community views about the proposed demolition of the old RNLI lifeboat station on the foreshore in Anstruther, to make way for a new purpose-built lifeboat station and compensatory parking at the foreshore.



The report concluded that the community would like to retain the existing lifeboat shed for community use, and that the majority would not like to see replacement car parking spaces provided on the site in lieu of keeping the old lifeboat shed. Instead, options to make better use of the six existing car parks (through directional signage/management) and walking routes were encouraged.

- 4.15 Planning permission for this demolition and development was subsequently approved by committee. However, the strength of community feeling around this situation brought to the forefront long-standing concerns about the lack of a parking, traffic management and active travel strategy for Anstruther. As a consequence, contact was made with PAS about involvement with Sustaining Choices to explore developing an active travel and sustainable transport plan for the whole area to address these strategic issues.
- 4.16 In dialogue with the core team in Anstruther, it was agreed that any engagement that was to take place would ensure that conversations would be steered positively towards articulating people's views about the way forward in a wider strategic sense, rather than focus on any specific concerns about the future of the old lifeboat station. This was not to discount the



Figure 7: Still image from the Consult Anstruther promotional video (click on image to view video)

importance of people's views on this matter, but to acknowledge that the existing report already clearly documented the community's opposition to the demolition. It was also to acknowledge that any potential resolution to

tensions regarding land use at the shore-front would likely only be found by developing creative new approaches to the situation in the surrounding area as a whole.

## Marketing and Publicity

4.17 Engagement events for Sustaining Choices were publicised by the core team by drawing on the gifts of local people and the resources of the Digital Fife project. Approaches included using local social media channels such as the Facebook group of the Community Council, a dedicated website called [Consult Anstruther](#)<sup>3</sup>, and a community-created [video presentation](#).

## Attendance and Response information

4.18 Participant and/or survey response information is given below:

**Table 3: Participant and /or Survey Responses**

Location	Event type	Date	No.
Engagement 1	PAS-led, public event	29th March	35
Engagement 2	Community-led, public event	19th April	27
Engagement 3	Community-led, youth engagement	28th April	21
Engagement 4	Community-led, business engagement	28th April	1
Engagement 5	Emailed responses	N/a	4
<b>Total attendance/responses during info. gathering phase</b>			<b>88</b>
Delivery Summit	PAS-led	16th August	TBC

<sup>3</sup> <https://www.consultanstruther.org.uk/Index.asp?ID=145&MainID=31212>

# Understanding the Issues

## 5. Evidence Gathering

### Response data

5.1 The Place Standard was used as the basis for the engagements held during Sustaining Choices. In its full version, 14 high-level questions based on different themes are asked of groups, with follow up questions deployed to secure more precise data. During Sustaining Choices, in order to focus on themes pertinent particularly to active travel and sustainable transport, and because of the limited time available during online sessions, core teams were encouraged to choose a smaller number of the Place Standard questions to work with, as well as the final prioritisation and implementation questions. The core team in Anstruther therefore elected to ask three of the Place Standard's high-level questions. These were:

1. Can I easily walk and cycle around using good-quality routes?
2. Does public transport meet my needs?
3. Do traffic and parking arrangements allow people to move around safely and meet the community's needs?

5.2 Approximately 425 individual statements were made by participants in response to questions 1-3 of the Place Standard. Developing active

travel infrastructure, resolving long-standing parking and road layout issues (exacerbated especially during the tourist season), addressing road safety concerns and upgrading public transport services emerged as the core issues that participants wanted to see addressed.

5.3 In addition, participants were asked to grade their community in response to each question by giving a rating on a scale from 1 to 7. When answering together, a group agrees the rating among themselves, where 1 means there is a lot of room for improvement and 7 means there is very little room for improvement. Usually a compass diagram is generated to graphically display the grading of the community according to that group.

5.4 Grading still took place for the chosen questions, and are given below, but the compass diagram output has not been considered appropriate because of the limited number of core questions. The following gradings for Anstruther are averaged responses taken from the collaborative resolution of individual break-out groups in each engagement session.

5.5 Ratings by question (where 1 means there is a lot of room for improvement and 7 means there is very little room for improvement).

**Table 4: Ratings by Question**

Question No.	Question	Rating/7
1	Can I easily walk and cycle around using good-quality routes?	3.8
2	Does public transport meet my needs?	4.1
3	Do traffic and parking arrangements allow people to move around safely and meet the community's needs?	3.2

5.6 To the extent that conclusions might be drawn from these ratings, it would appear that while public transport, active travel and traffic and parking arrangements have achieved an acceptable baseline, it appears that there is room for improvement in all three areas to achieve a higher standard of satisfaction. The Key Actions and wider Action Plan point to opportunities for such improvement.

5.7 Once aggregated and coded, all of the responses made by participants resulted in a series of vision headings and aims. For each aim, priorities and concrete actions for implementation have been developed.

5.8 The full list of aims, priorities (19) and actions (52) shared for Anstruther, Kilrenny and Cellardyke can be found in Appendix 1, under the following headings: Active Travel, Delivery Strategy, Parking, Public Realm, Public Transport, Road Layout, and Road Safety.

# Making it Happen

## 6. Delivery Strategy

### Key Actions Identified

- 6.1 Following an assessment of all 52 potential Actions identified during the information gathering stage, and after discussions with potential delivery partners including Fife Council's Transportation Department, the core team chose 8 Key Actions to focus on initially. These Key Actions were foregrounded during the delivery summit.
- 6.2 Participants at the summit discussed the Key Actions in break-out groups and decided whether a given action could be delivered as a Quick Win, or else could be implemented in the short, medium or long term. At the same time, a general understanding was agreed as to whether a Key Action was deliverable by the community alone, by an outside organisation or institution alone (such as Stagecoach or Fife Council), or by some form of partnership or relationship between these two types of organisations.

- 6.3 Further discussions then explored which community organisations or outside organisations should first be approached or take ownership of the action. Each break-out groups then explored appropriate first steps to implement the Key Actions.
- 6.4 Returning to plenary, participants voted to provide a picture as to their understanding of the relative importance of each key action.

### Next Steps

- 6.5 Table 6 shows the key actions set against indicative timescales, headline delivery groups, delivery partners and suggested first steps for each action.
- 6.6 Moving forward, it is envisaged that the core team of members of Anstruther Community Council and Fife Council's Education department will evolve into an implementation group and begin to animate and co-ordinate activity as outlined above. An initial exploration to submit a funding application to the Paths for All Smarter Choices Smarter Places fund for monies to deliver a feasibility study into alternate options for out-of-town parking and a shuttle bus service has already begun.
- 6.7 Correspondence regarding the implementation of this Action Plan should be directed to xxx.

# Making it Happen

Table 5: Key Actions: Timeframe and Delivery partner overview

Priority of importance	Action	Response Rate*	Code	Topic	Quick win?	Timescales**	Delivery***	Delivery Partners	First Steps
1.									
2.									
3.									
4.									
5.									
6.									
7.									
8.									

\*Response rates: Low = 1 person, Medium = 2-3, High = 4-5, Very High = 6+

\*\*Timeframes: Quick Win = 6 weeks; Short Term = 6 months; Medium Term = 1 year; Long Term = 1-2 years

\*\*\*Delivery includes Community/Comm.+ Outside Org Outside Org only

## Appendix 1

### The Action Plan

Active Travel (AT)		
Aim	Priority	Action
Improve walkability for all users.	1. Improve experience for pedestrians with mobility needs/buggy walkers.	AT1 Create specific safe routes for families and mobility groups to have better access to amenities.
		AT2 Broaden and/or install pavements to prevent prams/wheelchairs & pedestrians being forced onto roads (esp. Cellardyke, Anstruther Easter and parts of Anstruther Wester, e.g. on High Street (A917) near the start of Crail Road where the Smugglers Inn has now been converted into accommodation).
		AT3 Reduce pavement planters to minimum to prevent obstruction for people with mobility needs.
Develop a comprehensive path network for walkers and cyclists.	2. Develop better, safer multi use paths around town (including to schools) and to surrounding villages.	AT4 Improve pavements for people of all abilities to move around safely. Repair uneven pavements. Install more dropped kerbs. (e.g. dropped kerb at 'Munchies' on Rodger Street).
		AT5 Develop better, safer multi-use paths around town, including to schools and through the park. Make sure paths link up better. Consider footbridge from Esplanade across the Dreel at the stepping-stones.
		AT6 Develop better, safer multi-use paths to surrounding countryside/villages (follow the main routes where possible, like in Kilrenny; explore cycle path on B9131 to north out of town; ensure all paths link up as comprehensively; segregated cycleway on main A917 coastal route).
		AT7 Explore option for Council financial contribution to any land assembly required for cycle paths.
		AT8 Filter traffic on some roads to prioritise cyclists.
		AT9 Increase bike storage provision (racks and lockers).
Improve cycling infrastructure	4. Improve facilities for cyclists.	AT10 Introduce e-bike hire system with lockers for bikes to be stored/charged, available for public to hire, use to explore the town, then return.
		AT11 Increase electric charging points for bikes (e.g. at Waid Academy).
Develop wayfinding provision for active travel around the area	5. Improve wayfinding signage around town	AT12 Improve access to paper marketing materials. "Put a pound in a box, get a tourist map."
		AT13 Explore the development of a mobile app. This is linked to need to develop Wifi capacity.
		AT14 Improve wayfinding signage for car-users so they can easily walk to and from car-parks, especially out-of-town car-parks.
		AT15 Better wayfinding signage for pedestrians and cyclists so they can link up with other routes and get around town.
		AT16 Improve wayfinding signage for pedestrians to shops beyond the waterfront (e.g. Rodger Street).

Action Code: AT = Active Travel; DS = Delivery Strategy; P = Parking; PR = Public Realm; PT = Public Transport; RL = Road Layout; RS = Road Safety

## Delivery Strategy (DS)

Aim	Priority	Action
Shape ongoing delivery strategy	19. Bring whole community along with changes.	DS1 Organise familiarisation trip for business owners on a visit to a similar town which has been pedestrianised, to demonstrate the benefits for businesses.
		DS2 Ensure ongoing communication/dialogue with community, including businesses.

## Parking (P)

Aim	Priority	Action	
Redesign parking provision and improve enforcement across the area.  Short & Medium term: manage existing parking more efficiently.  Long term: develop park and ride facilities.	12. Review of parking provision and restrictions (esp. along Shore Street).	P1 Explore better management of existing parking provision (e.g. Parking over-concentrated on Shore Street and East Shore; Reekies poorly used; major parking issues at Rodger Street and Burnside Terrace; more management and encouragement to use Station Road car park; Shore Street as short-stay in summer months?).	
		P2 Feasibility study of town parking. Carry out detailed study of current parking provision and use/requirements on Shore Street. Explore wider options (Waid Academy site, Co-op site, Ladywalk option; Restrict vehicle access to only residents, deliveries and public transport; bring in tighter parking restrictions/enforcement on Shore Street; explore retention of in-town spaces for mobility-impaired; study should include assessment of other seaside towns where implementation has been successful - St.Ives, Whitby).	
		P3 Explore shuttle bus service or encourage walking from out-of-town parking sites.	
		13. Support tourist coaches.	P4 Explore appropriate long-term solutions for tourist coach parking and drop-off.
			14. Address illegal parking generally, also pavement parking.
		P6 Better enforcement of illegal parking.	
		15. Resolve school parking congestion.	P7 Explore alternative arrangements for primary school drop-offs and parking.

# Appendices

## Public Realm (PR)

Aim	Priority	Action
Shape the built environment towards sustainability.	16. Review of public realm long-term provision and priorities.	PR1 Trial closure of the waterfront to traffic for one day (pedestrianisation) to test how it affects local business (e.g. a Sunday).
		PR2 Install more street seating around the town to allow for 'rest break' points for those less mobile (e.g. March Place; East end of Mayview Ave/ Watery Butts area; and nr Toll Road en-route to Doctors surgery).
		PR3 Increase the number of litter bins in the town.
		PR4 Increase no. of car charging points (e.g. lamp posts as E.V chargers, electric charging points at lifeboat shed).
		PR5 Find a sponsor for a Wifi district. Or approach Cupar Now who do similar. Use lamp posts as Wifi masts (Visitors expect 5G).

## Public Transport (PT)

Aim	Priority	Action
Improve intra-regional and long-distance public transport provision.	6. Improve bus shuttle service between villages and towns in Fife.	PT1 Explore provision of more frequent bus service between East Neuk villages, perhaps with smaller buses.
		PT2 Promote existing Flexibus service so that more people know about the service and access it.
		PT3 Provide Express bus services within Fife to St. Andrews/Glenrothes/Cupar/Hospitals (e.g. Victoria in Kirkcaldy).
		PT4 Provide Express bus services to Dundee/Edinburgh.
Develop fully integrated train and bus network.	8. Develop fully integrated public transport service.	PT5 Explore feasibility of direct/express bus connections to Cupar and Leuchars railway stations.
		PT6 Early exploration of bus service connections connect with Levenmouth Rail expansion.
Address issues of cost for accessing public transport services, especially by disadvantaged groups	9. Review pricing and ticketing mechanisms for bus travel.	PT7 Explore subsidising and or increasing existing subsidies for bus travel (alongside Fife Council).
		PT8 Explore scheme to promote young people's use of public transport & possible further discounted/subsidised fares.
		PT9 Increase Flexi-ticket catchment area of operation.
		PT10 Provide an East Neuk day-rider ticket.
Address issues of frequency of bus services.	10. Improve bus service times.	PT11 Provide a more flexible time-table for buses - especially evening and weekends (both long-distance and local buses).
Limit carbon emissions from bus services	11. Develop a Last Mile Delivery consortium.	PT12 Explore a joint delivery service by local businesses to local customers (local Last Mile Delivery solution): minimise local traffic 'popping-down' to the town.

## Road Layout (RL)

Aim	Priority	Action
Tackle traffic and congestion, particularly during the tourist season.	17. Address congestion issues and traffic flows, as well as seasonal traffic issues and traffic signage.	RL1 Cellardyke: Explore possible one-way system in Cellardyke.
		RL2 Anstruther: Explore options for pedestrianisation (e.g. Shore Road).
		RL3 Anstruther: review one-way options: reverse East Green one-way street; a one-way system at John/James/George Street (safer for those walking on the Fife Coastal Path), make Shore Road one-way..
		RL4 Cellardyke & Anstruther: trial a shared space/home zone approach in a localised area (e.g. Shore Street).
		RL5 Anstruther: consider trial to close off whole town to all vehicles except local residents and delivery vehicles, tourist coaches, mobility impaired (from roundabout at start of town on St Andrews Rd); seek to understand impact if whole town were turned over to shared space/home zone.
		RL6 Improve traffic signage (e.g. clear signage for all parking, both in-town and out of town; intelligent parking availability signs - similar to Dundee).

## Road Safety (RS)

Aim	Priority	Action
Improve road maintenance, tackle pavement parking, improve dangerous road crossings and implement traffic calming measures.	18. Improve road safety across Anstruther, Kilrenny and Cellardyke.	RS1 Repair pot holes and side of the road damage (also an issue for road cycling).
		RS2 Address narrowness of pavements and upgrade existing road footpaths.
		RS3 Explore improvements to road crossings across the town (e.g. current crossing in front of Harbour master's office at shore more visible, consider changing to pelican instead of zebra to ensure cars stop; e.g. move existing crossing further from roundabout in front of South Waid on Crail Road (top of Rodger Street); Install more crossings at other exit roads from roundabout i.e. St. Andrews Road and Rodger Street).
		RS4 Explore Traffic calming measures (B9131 & Pittenweem Road) speed bumps(?). Should be monitored for speed. 20mph limit from Dreelside to Bankie Park?

## Appendix 2

### Key National Policy Documents

Scotland's Third National Planning Framework (2014) - <https://www.gov.scot/publications/national-planning-framework-3/>

National Transport Strategy 2 (Transport Scotland, Feb. 2020) - <https://www.transport.gov.scot/publication/national-transport-strategy-2/>

National Walking Strategy (2014) - <https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/>

Active Travel Task Force Delivery Plan (Transport Scotland, 2019) - <https://www.transport.gov.scot/publication/active-travel-taskforce-delivery-plan/>

Active Travel Framework (Transport Scotland, 2019) - <https://www.transport.gov.scot/active-travel/active-travel-framework/>

Transport and Poverty in Scotland, Report of the Poverty and Inequality Commission (June 2019) - <https://bit.ly/3j5Lwir>

Cycling Action Plan for Scotland 2017-2020 (Transport Scotland, 2017) - <https://www.transport.gov.scot/publication/cycling-action-plan-for-scotland-2017-2020/>

Scotland's Accessible Travel Framework Our Delivery Plan for 2019-2020 (Transport Scotland, 2019) - <https://www.transport.gov.scot/publication/scotland-s-accessible-travel-framework-delivery-plan-for-2019-2020/>

### Key Local Policy Documents

FIFEPlan LDP - [https://fife-consult.objective.co.uk/portal/fife\\_ldp/fifeplan\\_-\\_adopted\\_plan\\_13/adopted\\_fifeplan](https://fife-consult.objective.co.uk/portal/fife_ldp/fifeplan_-_adopted_plan_13/adopted_fifeplan)

Local Transport Strategy for Fife (2006 – 2026) – Available from Fife Council Transportation Department

Rural Transport Research - Concessionary Bus Fare Scheme

<https://www.consultanstruther.org.uk/webs/145/documents/FinalReportforRuralTransportResearch.pdf>



