



Cupar Could

Report of Cupar town centre Charretteplus®

June 2016



Cupar Charrette*plus*[®]

June 2016

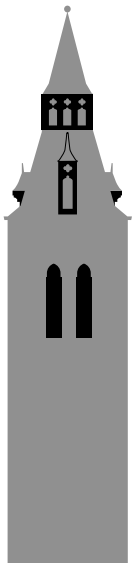
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Cupar Could

Help shape
the future of your
centre and I...
what you...



“Planning plays an important role in creating safer and more pleasant places in Scotland which are more sustainable and attract investment so I am particularly pleased that we have seen so many community groups come forward directly with ambitions to improve their environments and receive funding to further their own charrettes.”

Quotation from Marco Biagi, Minister for Local Government and Community Empowerment at Cupar Could Charrette held on 18th March 2016, in presentation to the people of Cupar.

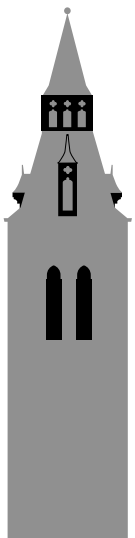




Figure xx Cupar town centre, Crossgate

Executive Summary



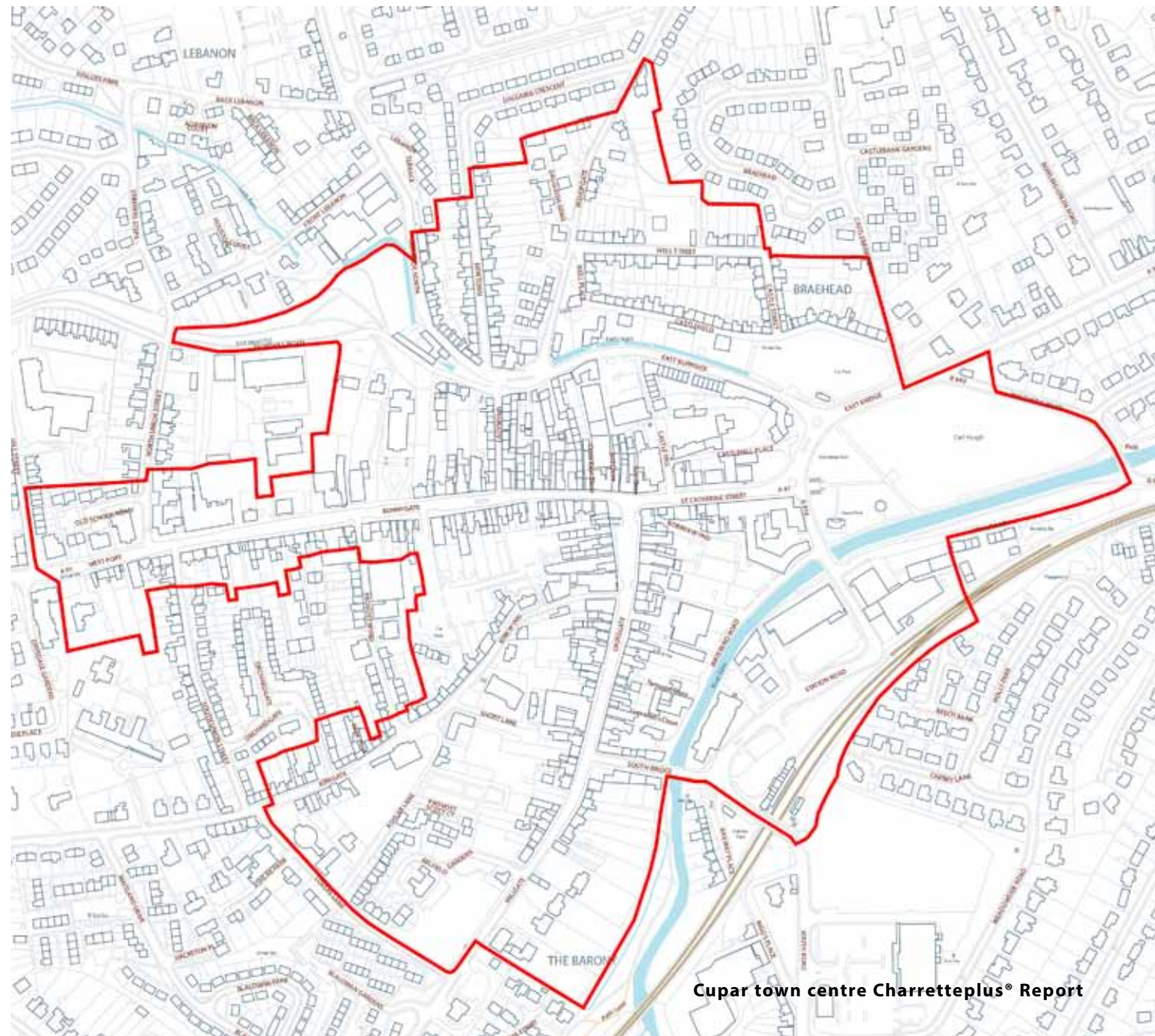
Cupar town centre charretteplus® took place in early 2016 with the aim of promoting a community dialogue on the role and future improvement of the town centre, culminating in the production of the town centre strategy and action plan contained in this report. The charrette initiative was led by Cupar Development Trust and other local stakeholders with support from PAS and funding from the Scottish Government, Fife Council and Awards for All.

Cupar is a small historic town in north-east Fife with a growing population of approaching 10,000 people. The town is a commercial focus for north-east Fife, an attractive place to live and an easy place from which to commute. The town centre, in common with most others, faces challenges from changing economic trends and lifestyles. The aims of the charrette were to:

- identify and address key **town centre issues** for the Cupar community – including understanding how the town centre can function better as a whole, highlighting vital links and places within the town centre where improvement is necessary;
- provide a framework / programme for **collaborative effort** to improve the town centre to allow broad support from all;
- deliver **economic, social and cultural benefits** for the town centre;
- identify both **spatial and non-spatial actions** (physical and non-physical); and
- help create a positive place which **promotes activity, interaction and well-being**.

The proposals responding to these aims were produced through extensive community engagement (face-to-face, telephone and online) during the first half of 2016, with three phases:

Study Area Boundary plan





- initial pre-charrette engagement in January and February 2016.
- charrette workshops and exhibition in March 2016.
- a feedback summit in April 2016 to help move from transition to delivery.

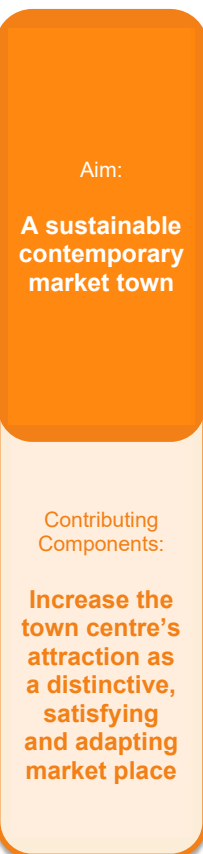
The proposals aim to make Cupar town centre the heart of a sustainable contemporary market town for the 21st century. They are grouped under five themes:

1. **Access and wayfinding**
2. **People friendly**
3. **Distinctive market town**
4. **Culture and heritage**
5. **Historic townscape**

A number of proposals were developed under these themes during the charrette. These complement existing actions already being undertaken by local stakeholders, and tend to focus on physical 'placemaking' proposals because of the nature of a charrette.

Each of the proposals emerging from the charrette will need collaborative action to be delivered. The basic steps required to deliver each proposal are explained in the report. Common to all of them is the need to agree the partners for each proposal and a project champion. Cupar Development Trust has indicated that it is willing to initiate that process of collaborative working, but it is keen to ensure that it is not seen as the sole lead organisation – effective delivery will depend on different groups working together. Town centre improvement requires bringing together a set of actions in which different partners make contributions using their skills and resources. Co-ordination must start with mutual understanding of what each can contribute and agreement on when the action can be taken.

Aim & Contributing Components



Themes

1. ACCESS & WAYFINDING

Improve walking & cycling to town centre.
Town centre signage for visitors from station & car parks.
Links with wider town path network.

2. PEOPLE FRIENDLY

Prioritise pedestrian movement in town centre.
Improve pavements & reduce clutter.
Introduce low-speed environments.
Encourage public access to closes.

3. DISTINCTIVE MARKET TOWN

Increase footfall & spending in town centre.
More independent & innovative enterprises - speciality shops, small businesses, eating & social enterprises for locals & visitors.

4. CULTURE & HERITAGE

Promote local culture & art.
Promote town centre heritage & uniqueness.
Design for range of age/user groups.
Opportunities for people of all ages.

5. HISTORIC TOWNSCAPE

Conserve, re-use & adapt historic buildings.
Regenerate derelict sites for housing, commerce & greening.

Charrette proposals

Station to town centre
Signage strategy

Burnside public realm improvements
Lady Wynd public realm improvements
Crossgate
Bonnygate public realm improvements

Burnside public realm improvements
Lady Wynd public realm improvements
Crossgate
Bonnygate public realm improvements

Ferguson Square
Haugh Park
Heritage trail & interpretation
Public arts

ATS/Ford sites redevelopment

Projects already happening

Cupar Active Travel network

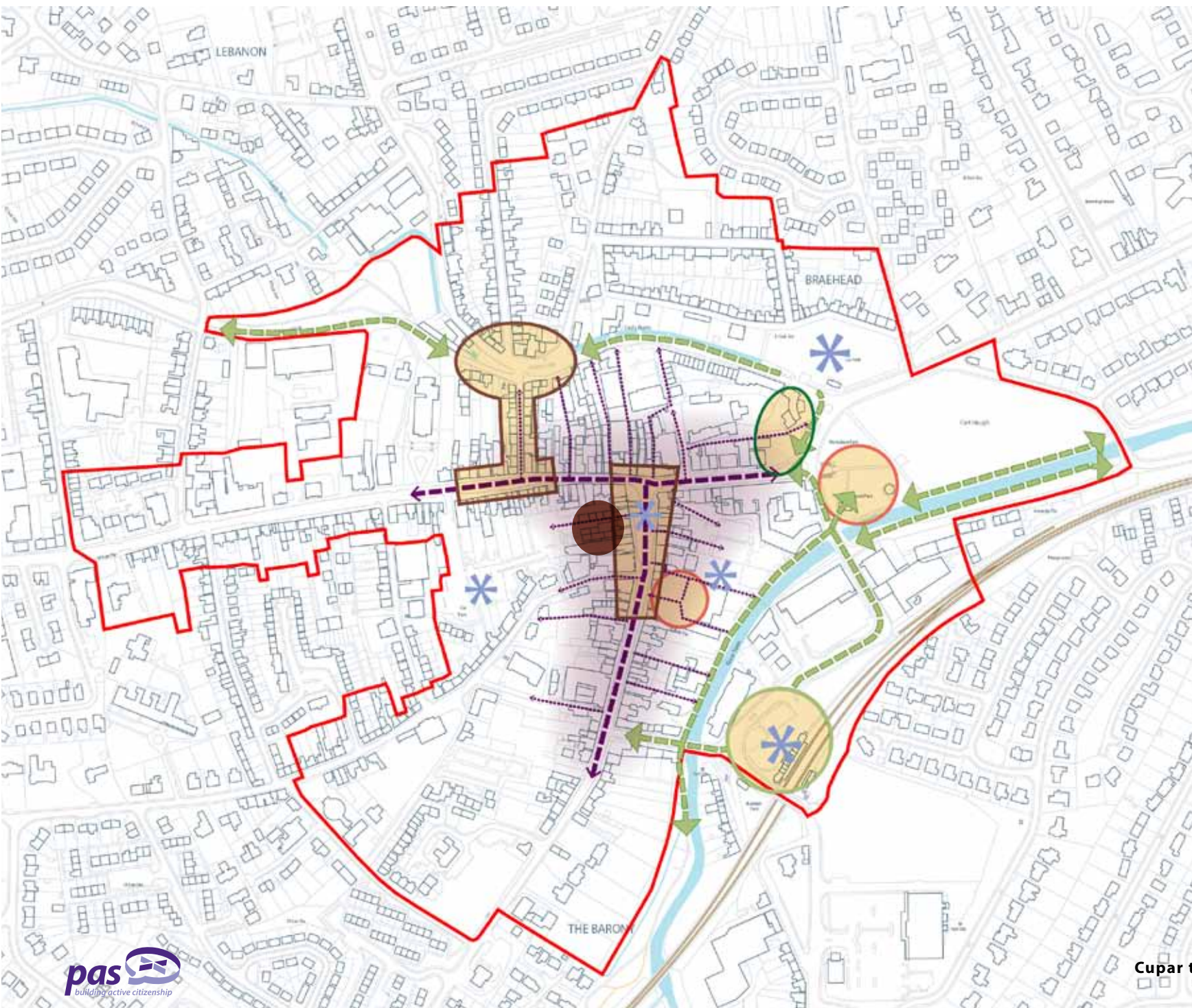
Pavement improvements

Tourism / marketing development
Business support

CARS Closes initiative
Landscaping of ATS site
CARS County Buildings conservation
CARS Burgh Chambers

CARS Bonnygate building frontages
Inner Court redevelopment

Diagram showing Aim & Contributing Components, themes and Proposals from the Charrette.



-  Key Visitor Arrival Points
-  Improved Wayfinding Routes
-  Site Specific Proposal Locations
-  Access and Wayfinding Operational Objective (1)
-  People Friendly / Distinctive Market Town Operational Objective (2/ 3)
-  Culture and Heritage Operational Objective (4)
-  Historic Townscape Operational Objective (5)
-  Key Historic Routes
-  Key Closes
-  Historic Market Town Focus Area
-  'Inner Court' Proposal

*Plan showing how
charrette projects
interlink*



1 Introduction

Cupar Town Centre charretteplus® took place in early 2016 with the aim of promoting a community dialogue on the role and future improvement of the town centre, culminating in the production of the proposals and a programme for collaborative action contained in this report. Led by Cupar Development Trust and other local stakeholders, with support from PAS and funding from the Scottish Government, Fife Council and Awards for All, the charrette had a strong focus on deliverability. This report tells the story of the charrette.

Aims of the charrette

In early 2016, Cupar Development Trust and a number of other local stakeholders, with the support of PAS and its charretteplus® approach, organised a town centre charrette in Cupar.

The charrette promoted a community dialogue on the role and future improvement of the town centre, culminating in the production of a programme of proposals for collaborative action. This report outlines both the process and outputs of the charrette.

The overall purpose was to provide a coherent framework and context for community organisations, businesses, the local authority and other local stakeholders, including young people, to work together to deliver future improvements in the town centre. Breaking that down into more specific aims, the project partners agreed that the charrette should:

- identify and address key **town centre issues** for the Cupar community – including understanding how the town centre can function better as a whole, highlighting vital links and places within the town centre where improvement is necessary;
- provide a framework / programme for **collaborative effort** to improve the town centre to allow broad support from all;
- deliver **economic, social and cultural benefits** for the town centre;
- identify both **spatial and non-spatial proposals** (physical and non-physical); and
- help create a positive place which **promotes activity, interaction and well-being**.

Deliverability has been an important focus. Through the course of the charrette, the partners worked hard to produce proposals which were ambitious and aspirational, but which were also realistic in terms of likely future capacity and resources.

The CARS/THI programmes (see Appendix 1) for the period 2014-2019, which provide for the building conservation work on several key buildings in the town centre, provide an early momentum for stimulating the vitality of the town. There will also be a need to lever in investment from other public, charitable and private sources of funding. Equally, the scale and nature of future proposals needs to be realistic in terms of the capacity of local community, private and public sector organisations.

For Cupar Development Trust, the driver for the charrette was the recognition by Professor Cliff Hague in his 2014 report for BEFS that:

“Investment in new development to accommodate growth needs to be balanced with reinvestment in the historic fabric if the town is to continue to thrive. To achieve this, cooperation will be needed between Fife Council, property owners and investors, and, not least, community organisations. The future of the town centre is crucial.”

Cupar Could Steering Group

Charrette activity was guided throughout by a local Steering Group comprising representatives from local community groups and the local authority. The Steering Group met regularly with PAS throughout the course of the charrette, not least to ensure that the charrette was as accessible to and reflective of the local community

1 Professor Cliff Hague, “BEFS Small Towns Initiative: Cupar Report”, November 2014 (<http://www.befs.org.uk/news/131/50/Small-Towns-Initiative-Cupar-Report>)



as possible. The Steering Group's aim was not to steer the eventual charrette proposals, but to maximise the opportunities of the charrette for the local community to get involved.

"Cupar Could" was adopted by the Steering Group as the charrette's public-facing identity. It was used to publicly brand the various elements of the charrette engagement, which were:

- **Early engagement** in January and February 2016 with community organisations, businesses, schools, youth groups, the community planning partnership and other local organisations to promote awareness of the charrette, understand local aspirations and concerns from a range of perspectives, and set the agenda for the charrette workshops themselves.
- The **charrette workshops** held over four consecutive days between Thursday 17 March and Sunday 20 March 2016. This series of public events comprised an opening night, a series of themed workshops for people to get together and share ideas on the future of the town centre, drop-in sessions, a Ministerial visit, and an exhibition. Over the course of the four days, the discussion progressed from big picture aspirations to detailed proposals and delivery.
- A **feedback presentation** a month after the workshops, on 21 April 2016, to focus minds on delivery and implementation
- An **online presence** throughout the charrette process using a dedicated website (www.CuparCould.com) and social media (Twitter (@cuparcould); Instagram (@cuparcould); Facebook (facebook.com/cuparcould))

Charretteplus®

A charrette is an intense interactive design process in which the public and stakeholders work directly with a specialised design and engagement team to generate a

specific community vision and action plan. The technique recognises that local people are experts about their place.

PAS's charretteplus® model represents an evolution of the conventional charrette model which PAS has developed using its network of volunteers, aftercare service and education programmes. Its distinctive features include:

- involvement of professional volunteers from the built environment sector;
- integration of PAS's education programmes;
- identifying the questions that should be asked rather than seeking to prescribe answers: 'your place in your hands'; and
- a legacy of aftercare with the community.

More information about the charretteplus® approach can be found on the PAS website.

Structure of this report

This report tells the story of the charrette and the proposals and collaborative action that has emerged:

- Chapter 2 contains a summary of background information on Cupar town centre that informed the early planning of the charrette.
- Chapter 3 outlines the charrette community engagement process in Cupar and summarises the aspirations that emerged.
- Chapter 4 contains the proposals for the future of the town centre developed during the charrette in response to the community's aspirations. This chapter describes the key proposals, each with a route map for delivery.
- Chapter 5 summarises next steps for the community in taking the proposals forward.



Cupar Development Trust

Cupar Could

Help shape the future of your town centre and let us know what you think CuparCould be!

 **17-20th MARCH 2016**

 **Corn Exchange
St Catherine Street
Cupar
KY15 4BT**

www.cuparcould.com

Join the conversation    

* Find us on Twitter (@cuparcould), Instagram (@cuparcould) and Facebook (facebook.com/cuparcould)



Flowers by Candice
Traditional Florists

01337 842842

WN07 XHL



Except for
access

20

2 Cupar context

Cupar is a small historic town in north-east Fife with a growing population of nearly 10,000 people, with plans for future population growth in the Strategic and Local Development Plans. The town has been a Royal Burgh since the 14th century with a wealth of history and heritage. It remains a commercial focus for north-east Fife and is also an easy place from which to commute.

The town centre retains a diversity of local retail and supporting commercial provision, and the wider town has active business and community sectors and remains relatively affluent.

Cupar is located approximately 10 miles west of St Andrews and 13 miles south of Dundee. The town lies on the River Eden, in a fertile agricultural area known as the Howe of Fife. It is a traditional market town, having been a Royal Burgh since the 14th century.

Cupar still functions as the main service, employment, education and public transport centre for a large rural hinterland in north-east Fife. There is local industry, much of which lies to the east of the town at the Prestonhall Business Park. Notable companies include Fishers, a hotel laundry specialist with a large regional customer base, and Quaker Oats, which operates a major processing facility to the west of the town.

Cupar town centre comprises the area surrounding St Catherine Street, Bonnygate and Crossgate, plus adjacent streets. As well as being the commercial heart of the town, the town centre boundary includes a large number of residential properties. The town centre is largely designated as a Conservation Area.

As part of their background research for the charrette, the charrette team prepared a baseline review of available information about the town centre. This can be seen in Appendix 1.

The following SWOT analysis (strengths, weaknesses, opportunities and threats) summarises the town centre 'as is', as objectively as possible. This should be read in combination with the community aspirations described in the next chapter.



Strengths

- Main service, employment, education & public transport centre for a large rural hinterland in north-east Fife.
- History, built heritage and townscape character, coupled with Conservation Area status.
- Open space and river adjacent to the town centre.
- Popular and attractive town to live in, with good community facilities and active community life.
- Relatively affluent, and little deprivation across the town as a whole.
- Good transport links to other places in Fife, Dundee and Edinburgh, and sizeable free town centre car parks.
- Range of active community groups.
- Farmers market and independent shops.

Weaknesses

- Maintenance of historic buildings, derelict buildings and sites, neglected closes.
- Often poor quality of town centre rented housing.
- Marketing of the town centre's offer to residents and visitors.
- Reduced local administrative function compared to times past.
- Visitor accommodation.
- Cycling infrastructure.
- Strategic east-west traffic in town centre, related air pollution on Bonnygate.
- Networking/co-operation between community groups.
- Small pockets of deprivation in the town centre.

Opportunities

- Growing population.
- Active youth sector.
- Affordable business & residential accommodation close to St Andrews.
- Ongoing CARS/THI investment programme in historic fabric.
- Active community sector, particularly in arts, sustainability, horticulture, business development, youth organisations and the built environment.
- Community Planning approach by local authority.
- Decline of retail and growth in non-retail use: both an opportunity and a threat.
- Ageing population: both an opportunity and a threat.
- Potential growth of town and bypass: both an opportunity and a threat.

Threats

- Vulnerable to wider economic trends and lifestyle shifts, resulting (for example) in shop closures, difficulties in attracting new retail multiples, and reduced investment in maintenance of historic buildings.
- Reductions in local authority spending.
- Potential closure of SRUC Elmwood Campus.
- Decline of retail and growth in non-retail use: both an opportunity and a threat.
- Ageing population: both an opportunity and a threat.
- Potential growth of town and bypass: both an opportunity and a threat.





3 Community aspirations

Good engagement with local residents, businesses and community groups is the lifeblood of a charrette. Their involvement is essential to ensure that the charrette outputs are rooted in local aspirations and ideas, and are deliverable.

The charrette had three phases of public engagement, complemented by an online and social media presence throughout:

- **initial pre-charrette engagement in January and February 2016.**
- **charrette workshops and exhibition in March 2016.**
- **a feedback presentation in April 2016 to transition to delivery.**

This chapter summarises the engagement process and what emerged from each phase of engagement.

Engagement phases

“Cupar Could” was created by PAS and the local Steering Group as a public-facing identity for the charrette. Intended purely as a temporary branding for the duration of the charrette, the aim was to communicate the community’s ability to lead and deliver change. The brand-identity was used throughout the various elements of the charrette engagement:

- **Early engagement** in January and February 2016 with community organisations, businesses, schools, youth groups, the community planning partnership and other local organisations to promote awareness of the charrette, understand local aspirations and concerns from a range of perspectives, and set the agenda for the charrette workshops themselves.
- The **charrette workshops** held over four consecutive days between Thursday 17 March and Sunday 20 March 2016. These series of public events comprised an opening night, a series of themed workshops for people to get together and share ideas on the future of the town centre, drop-in sessions throughout the four days, a Ministerial visit, and an exhibition. Over the course of the four days, the discussion progressed from big picture aspirations to detailed proposals and delivery.
- A **feedback presentation** a month after the workshops, on 21 April 2016, to focus minds on delivery and implementation.
- An **online presence** throughout the charrette process using a dedicated website (www.CuparCould.com) and social media (Twitter (@cuparcould); Instagram (@cuparcould); Facebook (facebook.com/cuparcould)). Facebook and Instagram have been well used by the community – each receiving hundreds of followers and likes. The dedicated website has provided a one-

stop shop for information – also including the social media feeds and all presentations / displays during the charrette and the feedback presentation.

Pre-charrette engagement

In the two months preceding the charrette workshops, PAS spent time contacting local residents, community groups, businesses and other key stakeholders. Engagement included:

- **Young people:** workshops and discussions with Castlehill Primary School, St Columba’s RC Primary School, Bell Baxter High School, Kilmaron Special School and Cupar Youth Café. The results of this engagement can be seen in Appendix 4.
- **Community organisations:** meetings and discussions with Cupar Community Council, Cupar Heritage, Sustainable Cupar, ABCD, Cupar Arts, Cupar & North Fife Preservation Society, Cupar in Bloom, Cupar YMCA, Cupar Active Travel, Fife Family History Society, Old Parish Centre, churches, Cupar Could Steering Group (including Cupar Development Trust)
- **Local businesses:** one to one contact with a number of town centre businesses.
- **Fife Council departments:** contact with community planning, planning, transport, building control, archaeology, conservation, historic buildings.
- **Community Planning Partners:** meetings and/or e-mail, telephone contact with Fife Voluntary Action, Age Concern, Kingdom Housing Association, Fife Housing Partnership, Fife Historic Buildings Trust, Police Scotland, Abellio Scotrail, Stagecoach, NHS (Fife Primary Care Weston House; Stratheden Hospital), Cupar Health Centre.
- **Community Survey:** survey monkey via e-mail and paper copies. 58 responses were received and the

There is too much focus on support for the elderly – the young people in Cupar need more places to go and things to do

The charrette will allow people to have their say; the community will feel listened to

Cupar is really not that bad...

Better toilets and seating areas are needed

There are lots of community groups in Cupar – and they need to work together

I managed to do most of my Christmas shopping in Cupar Town Centre

The charrette should map out how we might get there with our ideas

Cupar is a lovely place to wander round

We need to try and get projects on vacant sites off the ground

results are outlined in Appendix 2.

- **Online engagement** via dedicated website (www.CuparCould.com) and social media (Facebook, Twitter and Instagram).

(In addition, a workshop took place with the charrette Steering Group on the Scottish Government's Place Standard. This is covered in more detail in a separate section later in this chapter and more detailed results are in Appendix 5)

The purpose of this pre-charrette phase was three-fold:

1. To raise awareness of the charrette.
2. To enable the charrette team to understand local context, concerns, aspirations and projects already in the pipeline.
3. To allow the charrette workshops to be tailored to local issues and aspirations.

In terms of the second and third points, the pre-charrette engagement proved invaluable for highlighting key local landmarks, other buildings and sites with potential for re-use, and organisations that might be keen to implement projects.

The pre-charrette engagement also revealed a local perspective on issues and opportunities. We have summarised and categorised key points under 5 headings - please note that these points summarise what the charrette team heard January-February 2016 before the charrette took place - and the full list of comments under each of these headings is included in Appendix 3:

1. Animating Cupar - enterprise and creativity

Independent businesses are keen to add to the diversity of the shopping experience available in Cupar. Business support and speedy responses are important. Better promotion of town centre businesses is asked for. There is a desire for more permanent artworks to create legacy artwork for the town.

2. Conserving Cupar – buildings, spaces and closes

The careful maintenance of the historic fabric of Cupar is considered important to improve the appearance and wellbeing of the town, with a general feeling that more could be done to promote Cupar's heritage.

3. Moving Cupar - walking, cycling, public transport, parking, mobility

There is a general desire to make Cupar town centre more cycle and pedestrian friendly. More could be made of links to and from the train station and integrating bus and train timetables. Navigational signage is considered poor.

4. Inclusive Cupar – a town centre for all

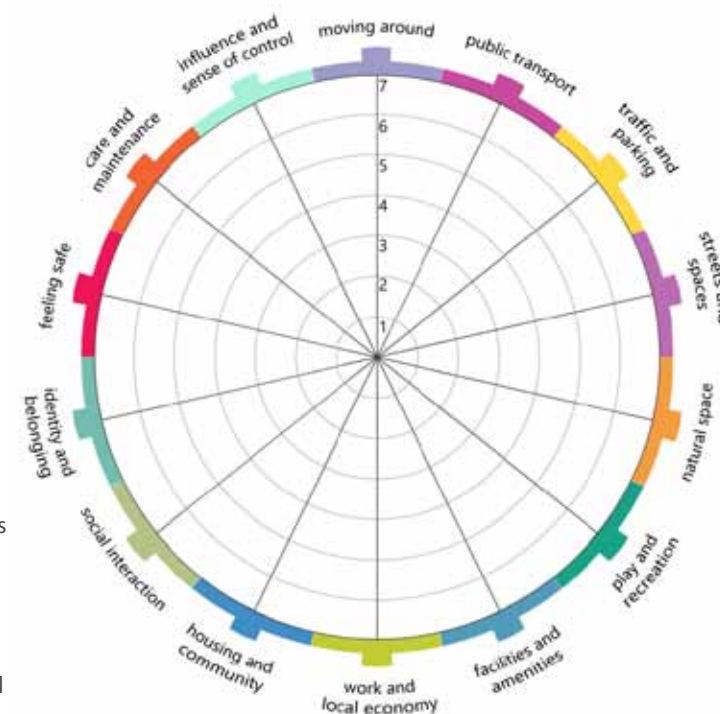
Cupar is widely considered an attractive place to live for families, the elderly (perception that the town centre caters predominantly for this group), young (concern about lack of places to engage with their peers given the absence of a night time economy), disabled (but the narrow pavements and cobbled streets make it difficult to move around), and tourists (although concern about lack of hotel accommodation and information displays / navigation routes).

5. Housing

There is demand for all types of housing in Cupar – to buy, to rent, social housing, for students and for supported accommodation.

The Place Standard

PAS was keen to trial the Scottish Government's recently launched Place Standard (www.placestandard.scot) during the charrette as a tool for engaging people about their place.



The Place Standard enables people to think about the physical elements of a place (e.g. its buildings, spaces, and transport links) as well as the social aspects (e.g. whether people feel they have a say in decision making).



In addition to a dedicated Place Standard display during the charrette workshops and the use of the Place Standard in youth workshops (Bell Baxter High School and Cupar youth Café) a Place Standard workshop took place on 14 January with the local Steering Group. The workshop identified four of the 14 themes as particular priorities:

- Moving around: accessibility safety, disabled access, walking, cycling, public transport
- Work and local economy: business & enterprise
- Care & maintenance: condition of buildings, reducing dereliction
- Influence and sense of control: working together

More information about the Place Standard can be found at www.placestandard.scot.

Charrette workshops and exhibition

The intelligence gathered through the many strands of pre-charrette engagement, including the Place Standard workshop, was invaluable in enabling the charrette team to develop a programme of charrette workshops that reflected local concerns and aspirations.





Around 50 people attended both the opening and closing public exhibitions, and over 120 came to the Ministerial visit on the Friday. Attendance at the charrette workshops themselves averaged around 20 people per workshop (local residents, businesses, community organisations, public agency staff and local authority officers). The charrette studio was also open to the public between 8:30am and 7pm on Thursday and Friday.

A series of daily newsletters was produced during the charrette (and also after the feedback presentation the following month). These were distributed electronically to contacts in the local community, with the contact list increasing each day as daily attendees were added to the distribution list (see Appendix 6).

The programme for the charrette was as follows:

- Thursday 17 March - Launch and exhibition of pre-charrette outputs – with schools presenting - 6:30pm
- Friday 18 March - Business breakfast - 8:30am
- Friday 18 March - Workshop 1: conservation and community facilities - 10am
- Friday 18 March - Ministerial and schools visit - 1pm
- Friday 18 March - Workshop 2: creativity and innovation - 2pm
- Saturday 19 March - Workshop 3: moving Cupar - 10am
- Saturday 19 March - Workshop 4: bringing everything together - 2pm
- Sunday 20 March - Exhibition of draft charrette outputs - 2pm
- Thursday 21 April - Feedback summit - 6pm

The four workshops formed the main focus for collaborative working. The first three workshops were themed to explore the big issues (and potential solutions) which had emerged through the pre-charrette engagement. Each of these

workshops worked through how the town centre is now, what's already happening to make it better, and what else needs to happen; each workshop sought to distil a number of actions and proposals, taking account of issues and aspirations expressed during the pre-charrette phase. A summary of outputs from each workshop can be seen in Appendix 7.

The purpose of the fourth charrette workshop was to assimilate the proposals that had emerged during the themed workshops into coherent proposals and a plan, test them with those participating in the workshop, and agree an outline of the charrette proposals that would be presented at the exhibition the following day. An essential part of this discussion was to ensure that the overall package was achievable and deliverable by the local community. This meant making difficult choices on proposals that would make the most difference.

The exhibition on the final day of the charrette contained summaries of what had been said through the various engagement channels, and the proposals that had evolved during the charrette workshop. A key part of the exhibition was the "Ideas Wall", a distillation of the ideas and proposals which had emerged during the pre-charrette engagement and charrette workshops in 5 themes:

- Young people
- Enterprise and business
- Conservation and community facilities
- Creativity and innovation
- Movement and inclusivity

The aim of the exhibition on day four (final day) was to present, discuss and seek comment on the initial package of town centre improvements that emerged from the charrette workshops, as summarised below:

Cupar as the heart of north-east Fife: To provide an overall guiding vision, a number of potential straplines were generated based on suggestions during the charrette:

- a sustainable market town for the 21st century.
- the creative commercial heart of North East Fife.
- a good place to grow up and put down roots.

Overall purposes:

- Give more reasons for local families to visit the town centre.
- Enable people to move around more easily by foot and by bike.
- Generate more footfall.
- Encourage business activity and investment in property renovation and the re-development of derelict sites.

Proposals to improve connections around the town centre:

- Walking and cycling network: Cupar Active Travel network of routes linking town centre with neighbourhoods, schools, parks etc.
- Better pedestrian crossing points: improving pedestrian crossings at key locations in the town centre.
- Connect station and town centre: create a better connection between the station and town centre. This might be improving the existing pedestrian route or building a new bridge to link via Ferguson Square.
- Signage and wayfinding strategy: better information around the town centre about what Cupar has to offer, and better signage from arrival points to get to places.

Proposals to improve buildings in the town centre:

- Haugh Park toilets: re-use toilet block for popup youth cinema, community café and/or bike hire. Help to make the Park more active. De-culvert the burn.
- County Buildings: arts and performance venue (studio and show). Weddings. In the long term, improve setting by widening pavement on St Catherine Street.
- Provost Wynd: re-use or replace old warehouse next to Age Concern for community hall, allowing YMCA and Guides to have access to purpose-built space.
- Inner Court: new development of affordable homes, live-work units and workshop units for creative industries.
- Station: improved rail / bus / bike / car interchange, better information.

Proposals to improve public spaces in the town centre:

- ATS/Ford garages: opportunity for new buildings and/or open space at an important gateway to Castlehill and town centre.
- Burnside: improve public realm to connect Lady Wynd and the north end of Bonnygate closes, creating attractive new public space.
- Mercat Cross: simple interventions to encourage more outdoor activity: café seating and benches, programming music and activities.
- Ferguson Square: more café seating and/or outdoor activity visible from Crossgate. Edible planting. Draw people from Crossgate through to river.
- Short Lane: re-development sites need sensitive design treatment to enhance Conservation Area.

Proposals to work together for the good of the town centre:

- Marketing: Cupar website, evening opening, signage and interpretation, social media, Shop Local days,



reprint heritage trail and visitor maps, tap into student accommodation market.

- Business support: business start-up assistance, vibrant online/paper business directory, single point for booking facilities.
- Street improvements: improved signage, avoid busy shopping periods for roadworks and scaffolding, improved lighting, spring clean of buildings and spaces.

Feedback summit

The purposes of the feedback summit on 21 April were to:

- present a refined version of the package of proposals that emerged during the charrette workshops and exhibition; and
- discuss how the town centre improvements should be progressed collaboratively.

The display panels exhibited at the summit are reproduced in Appendix 8.

The feedback summit proved a useful opportunity to test the draft charrette proposals. Responses from participants at the summit were used to refine the proposals. The main changes undertaken at this point were to restructure and better describe the proposals into a series of five operational objectives, to flesh out development principles and to provide a route map for delivery as detailed in Chapter 4.



4 Proposals

This chapter describes proposals that emerged during the charrette, restructured after the feedback summit in discussion with members of the Steering Group to ensure that they connect back clearly to the aims and aspirations of the charrette.

All proposals are geared towards the primary aim of making Cupar town centre the heart of a sustainable contemporary market town – by increasing the attraction of the town centre as a distinctive, satisfying and adapting market place. The proposals selected and generated through the charrette are grouped under five operational objectives which provide a basis for organising collaboration between relevant groups and organisations:

1. Access and wayfinding
2. People friendly
3. Distinctive market town
4. Culture and heritage
5. Historic townscape

The accompanying town centre plan and diagram show how the various proposals relate to each other spatially, to give an overall impression of how the town centre could change for the better over the next decade if all of the proposals are implemented.

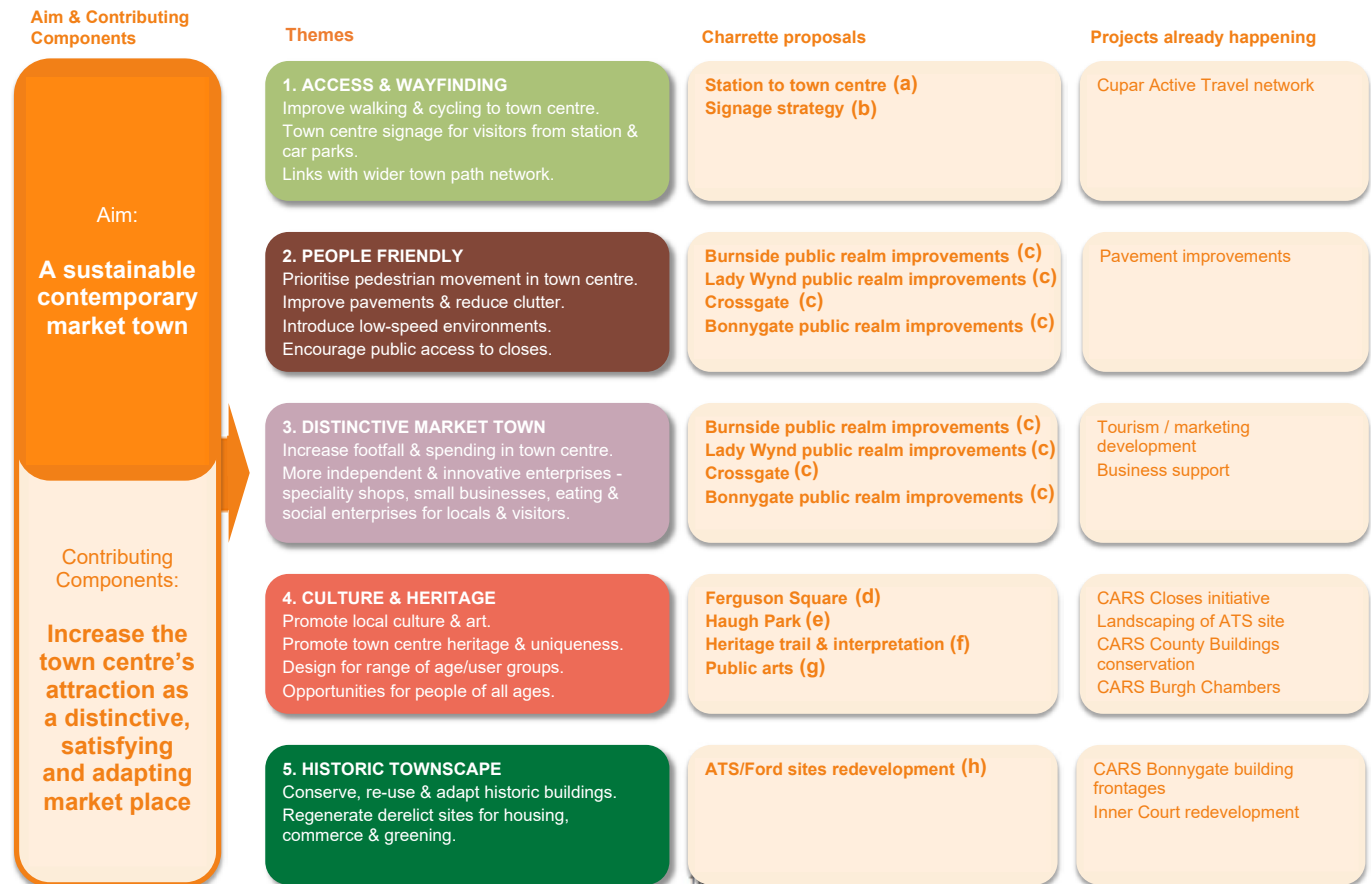
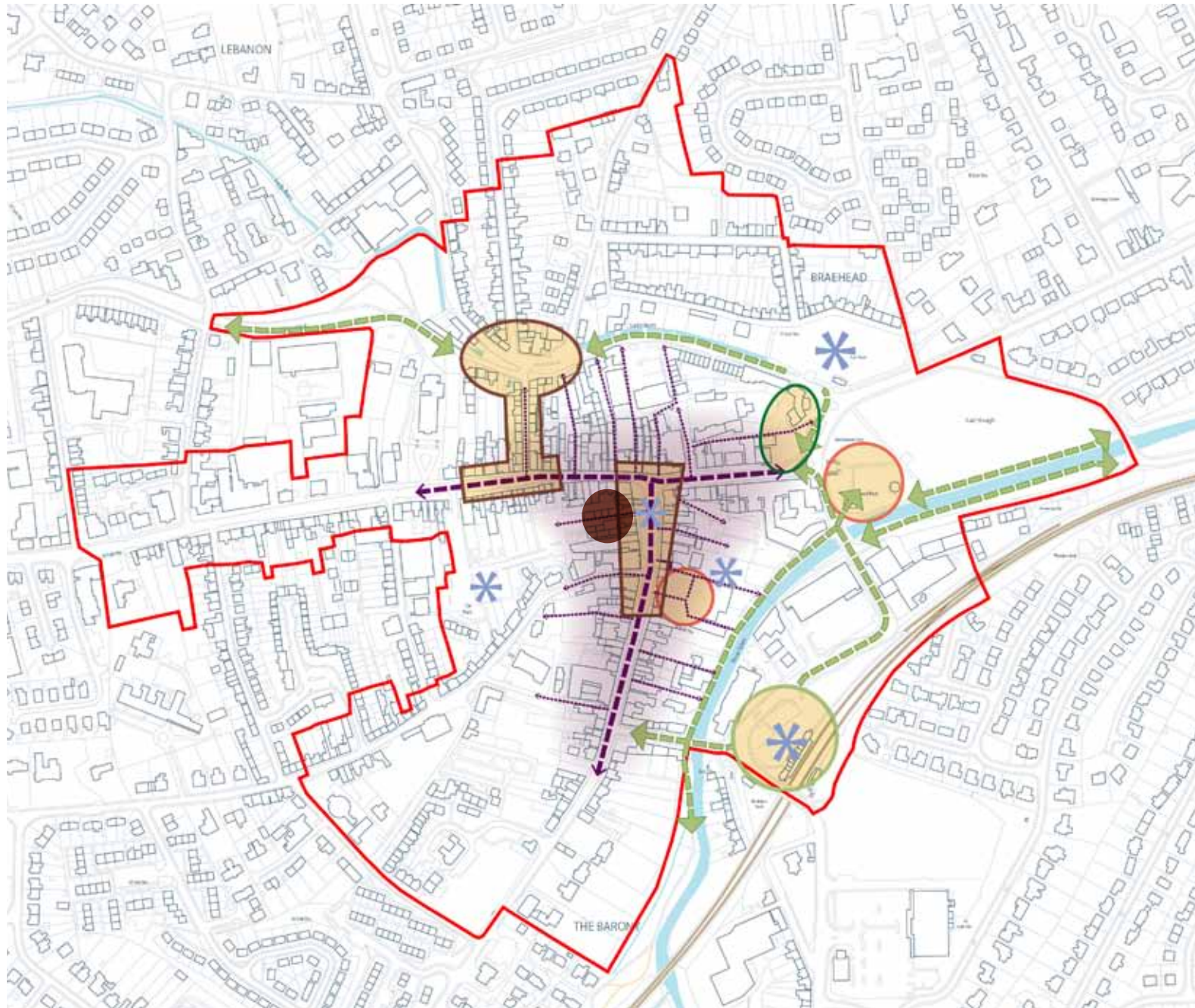


Diagram showing Aim & Contributing Components, Themes and Proposals from the Charrette.



-  Key Visitor Arrival Points
-  Improved Wayfinding Routes
-  Site Specific Proposal Locations
-  Access and Wayfinding Operational Objective (1)
-  People Friendly / Distinctive Market Town Operational Objective (2/ 3)
-  Culture and Heritage Operational Objective (4)
-  Historic Townscape Operational Objective (5)
-  Key Historic Routes
-  Key Closes
-  Historic Market Town Focus Area
-  'Inner Court' Proposal

Plan showing how charrette proposals interlink

This plan and diagram emerged from the charrette process through discussion. The overall aim, operational objectives and individual proposals all reflect the challenges, aspirations and ideas that were expressed at the charrette. The proposals necessarily focus on physical and environmental improvements to the town centre, because of the nature of the charrette process as a designed 'placemaking' exercise. This approach is at the core of the Scottish Government's Town Centre Toolkit, which identifies ways in which town centres should be more attractive, active and accessible. The package of proposals on the plan and diagram are designed to encompass that range of action.

New proposals which emerged from the charrette, and shown on the plan and diagram, are described in more detail on subsequent pages. Additional detail for each proposal includes an indication of what the proposal involves, who needs to be involved in developing and delivering it, and how. All proposals will need further feasibility study and design work; all will depend on effective collaborative action to be brought to fruition.

With the exception of those proposals already underway, the first step for every proposal will be for the relevant partners to work out the 'how' in more detail. Since proposals are likely to adapt and change in response to circumstances, the actions laid out in this report are necessarily high level. Equally, no attempt has been made to prioritise proposals, as prioritisation should take account of the resources and aspirations likely to become available from partners involved.

It is important to note that the proposals shown in the plan and diagram are selective. They do not purport to be a comprehensive bible of the many ideas which were suggested for the town centre through the charrette

process. The package of proposals responds to the capacity and resources which are likely to be available, in order to focus minds on a deliverable action plan which will nonetheless have a transformative impact.

The details may change as proposals are worked up collaboratively over the coming months and years; the graphics and plan on the project sheets are not intended to fix the details of every proposal, but to guide and indicate what each project could look like. Proposals should be expected to flex as circumstances and stakeholders change, provided that they contribute to the aim, strategy and operational objectives in the diagram overleaf.

Recognising that proposals may flex and evolve over time, a number of fundamental principles emerged from the charrette discussions which all proposals should continue to contribute to. These include:

- **Walking friendly:** the town centre should move towards becoming a comfortable and welcoming environment for people of all ages and conditions to move around easily. This includes better disabled access, less street clutter, more public space and pedestrian priority.
- **Business friendly:** commercial activity is the lifeblood of any town centre. Cupar town centre should be as welcoming to existing and new businesses as possible, including marketing/branding, business support and the co-ordination of construction on town centre roads and pavements.
- **Family friendly:** Cupar is an attractive place for families given its small size, good schools and facilities, active community and ease of commuting. Tapping into that 'family audience' will help the town centre to thrive.
- **Youth friendly:** the charrette revealed great desire

from young people, schools and youth organisations to shape the town's future. Working to maximise youth opportunities should be a key element of any proposals for the town centre. The proposed pop-up cinema in Haugh Park is a good example of this.

- **Visitor friendly:** Cupar should encourage visitors and passers-by to stop and explore the town centre, by making it easy and obvious what there is and where to go.

Finally, a number of existing projects are already underway which make an important contribution to improving the town centre. Many of these are indicated on the diagram overleaf. A number are being taken forward by the Conservation Area Regeneration Scheme (CARS) which is already in place. Since this only has funding until 2019, it will be important to source funding to continue its work beyond 2019.

1. ACCESS AND WAYFINDING PROPOSAL A

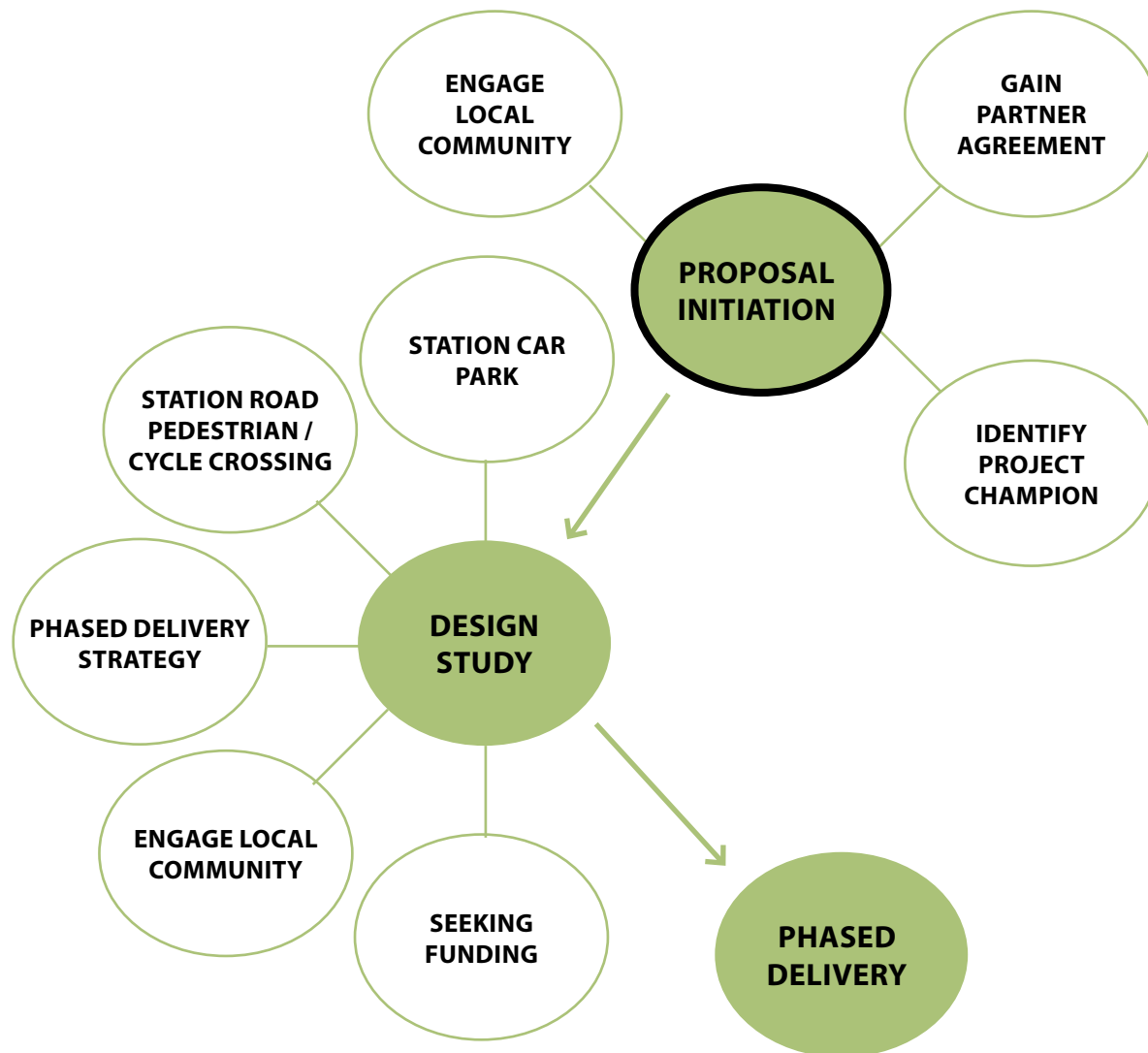
Proposal
Station to Town Centre

Key Players

Abellio Scotrail
Cupar Development Trust
Fife Council
Owners and Occupiers
Sustainable Cupar

Opportunities for Others

Cupar Arts
Cupar Heritage
Cupar in Bloom





Station To Town Centre

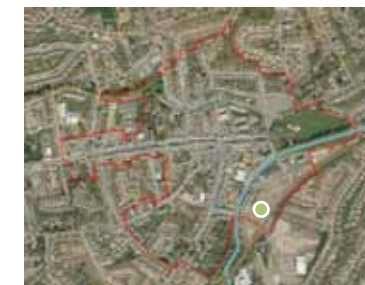


Image showing route between town centre and train station, along Station Road

Visualisation showing range of potential improvements to route including narrowing road carriageway, tree planting, decluttering of street furniture and improved footpath material



Plan indicating enhance arrival point and pedestrian route to station



1. ACCESS AND WAYFINDING PROPOSAL B

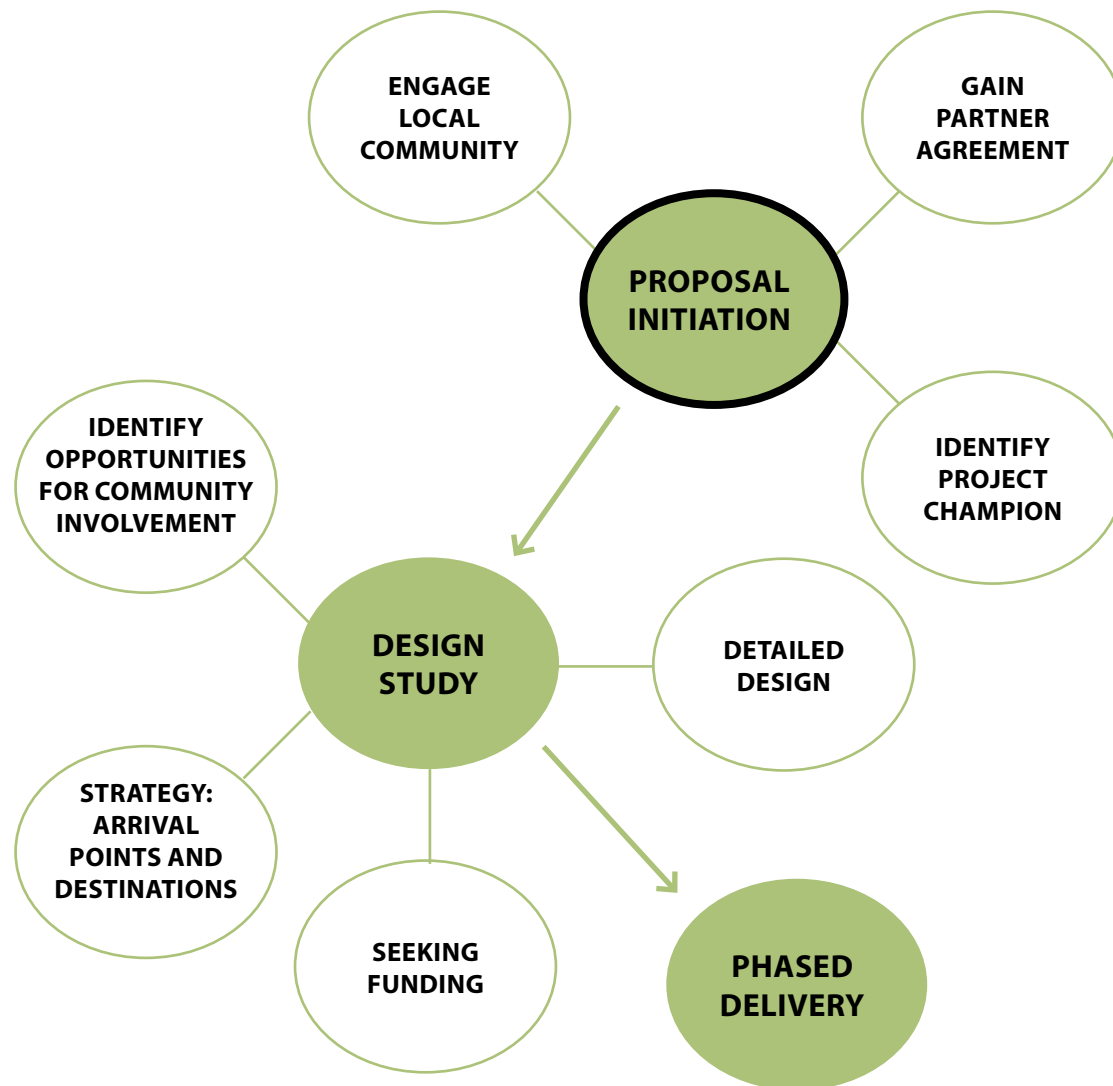
Proposal Signage Strategy

Key Players

Abellio Scotrail
ABCD
Cupar Development Trust
Cupar Heritage
Fife Council
Sustainable Cupar

Opportunities for Others

Cupar Arts
Cupar in Bloom





Signage Strategy



Series of images showing signage case studies that show rationalisation of signage / remove clutter, creative and distinctive signage design, and signage that promotes / celebrates the history / 'story' of a place.

2. PEOPLE FRIENDLY / 3. DISTINCTIVE MARKET TOWN PROPOSAL B

Proposal

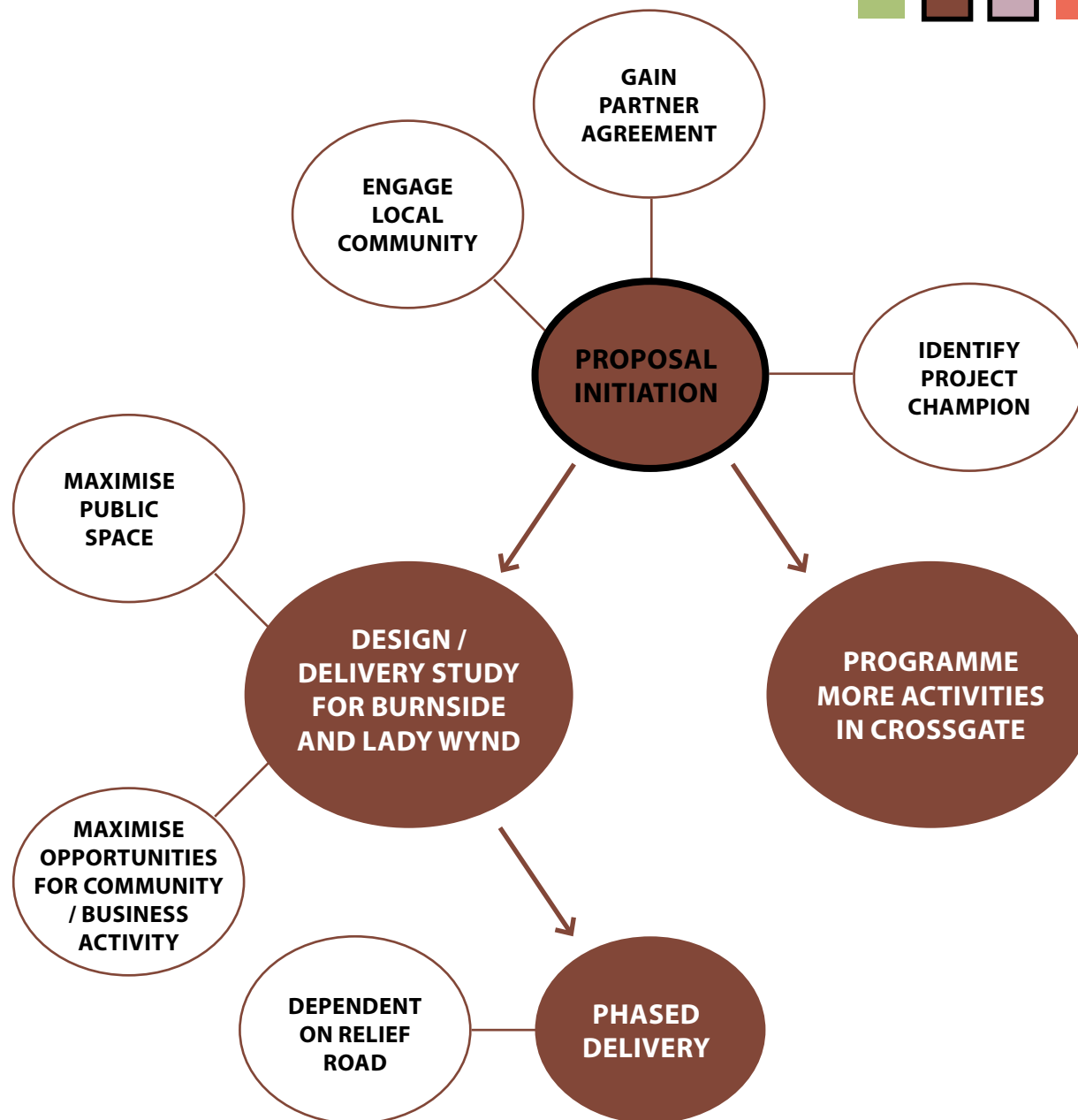
Burnside, Lady Wynd and Bonnygate
Public Realm Improvements and
Crossgate

Key Players

ABCD
Cupar Development Trust
Fife Council
Owners and Occupiers
Sustainable Cupar

Opportunities for Others

Cupar Arts
Cupar Heritage
Cupar in Bloom





Burnside, Bonnygate and Lady Wynd



Plan showing example of how Bonnygate, Lady Wynd and Burnside could be improved

 Current Road Alignment



Bonnygate Road is visually and physically (layout and alignment) complex and disjointed. Consider reviewing and re-designing street for mixed use and greater pedestrian movement.



Burnside, Bonnygate and Lady Wynd



Image of Burnside showing dimensions of road carriageways and street clutter.



Visualisation of Burnside showing the range of potential improvements to space including streetscape changes, such as reduction in road space, material change and decluttering of pedestrian spaces.



Crossgate

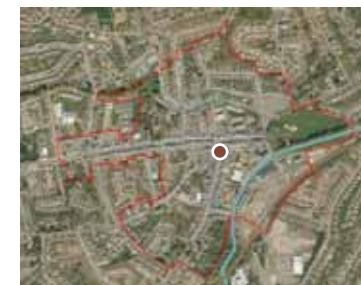
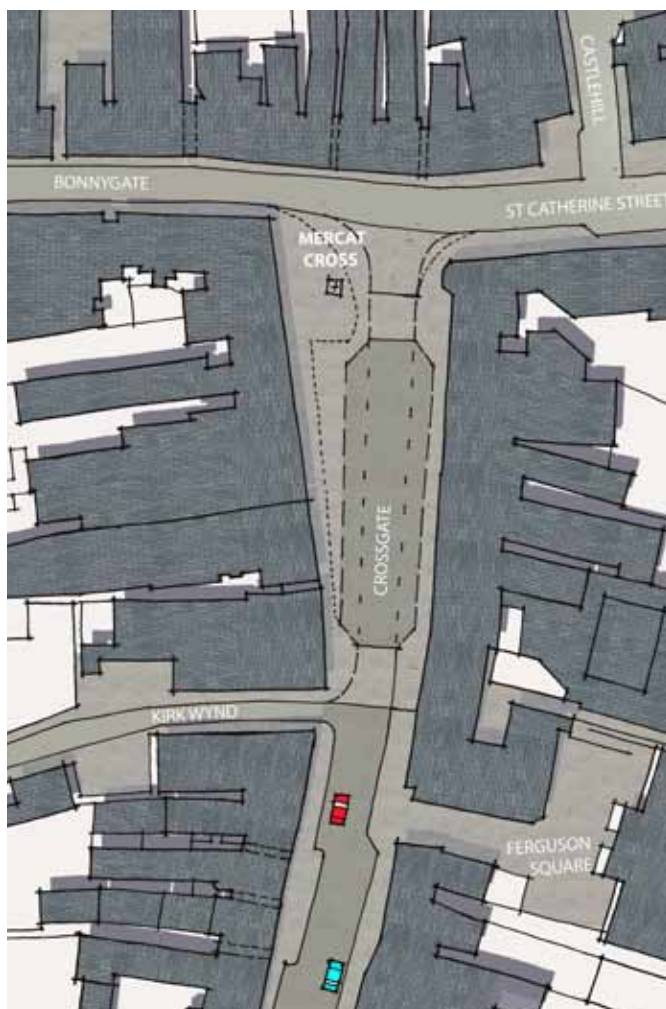


Image showing junction at Crossgate



Plan indicating a re-alignment of kerb at the Crossgate Junction, reducing radii of the turn to free up footpath space around Mercat Cross.

Image showing pedestrianised lane to Fergus Square from Crossgate.



Visualisation showing range of potential improvements to enhance interface and gateway entrance to Fergus Square, with planting, etc. aesthetically improving this link while enticing pedestrians to the square



4. CULTURE AND HERITAGE PROPOSAL D

Proposal Ferguson Square

Key Players

ABCD
Cupar Development Trust
Fife Council
Landowners
Cupar in Bloom
Sustainable Cupar

Opportunities for Others

Cupar Arts
Fife Historic Buildings Trust

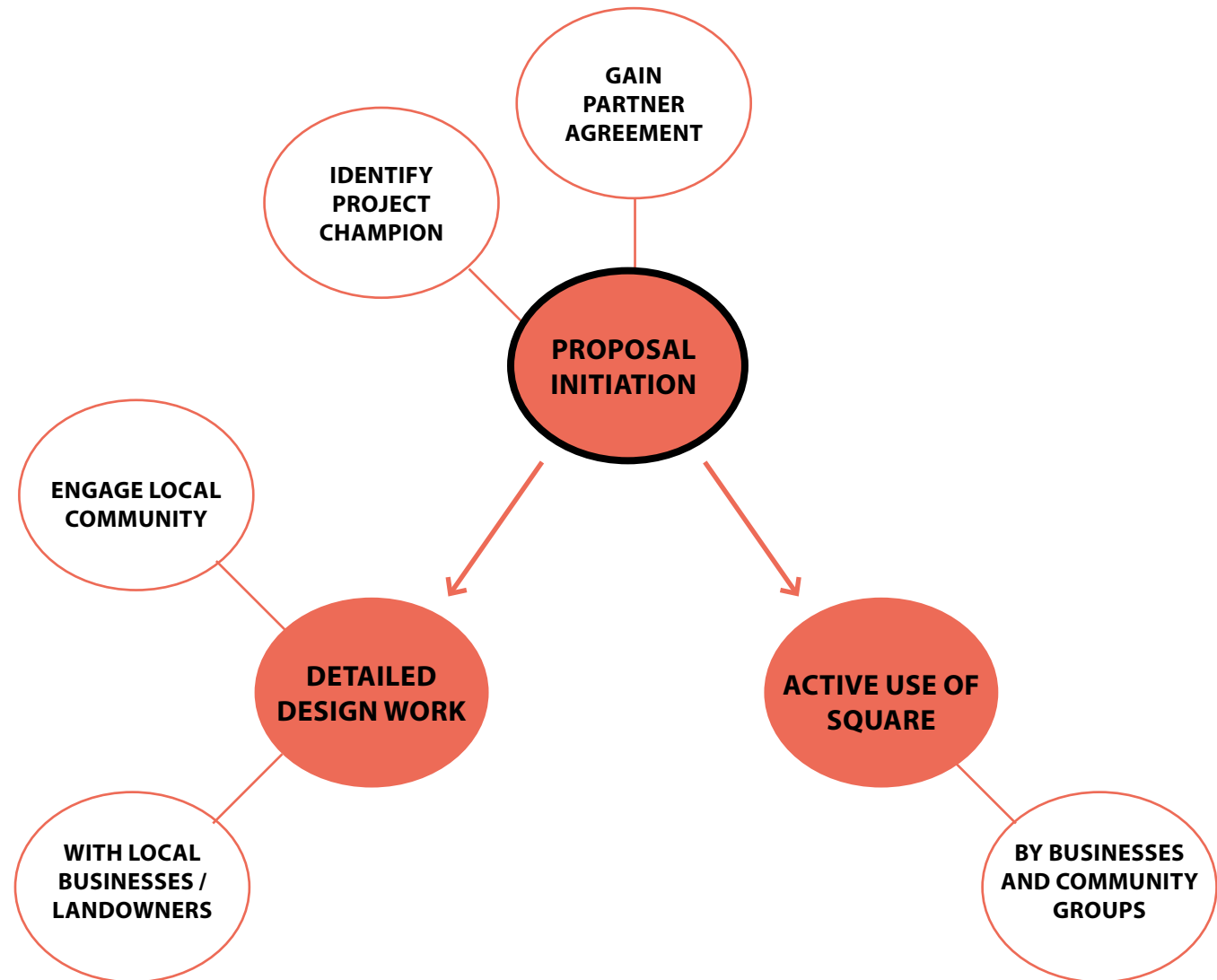
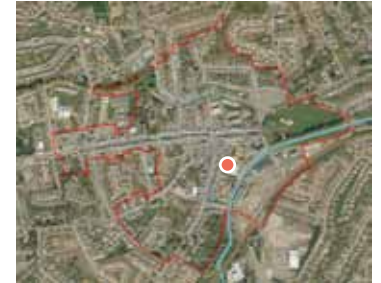




Image showing Ferguson Square



Ferguson Square



Visualisation showing the range of potential improvements to the square including planting, surface material change and accommodating temporary retailer / cafe.

4. CULTURE AND HERITAGE PROPOSAL E

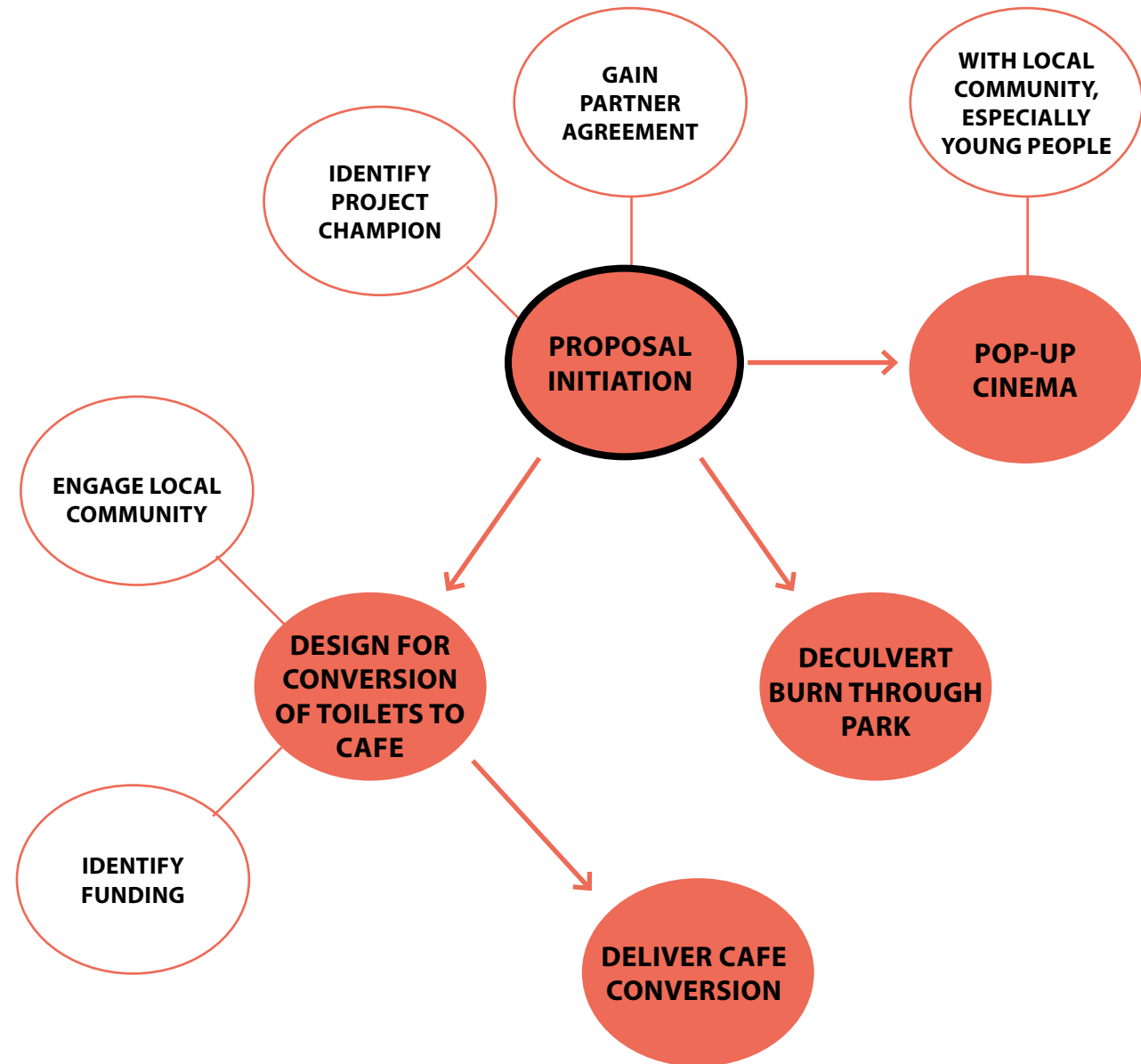
Proposal Haugh Park

Key Players

Cupar Development Trust
Fife Council
Sustainable Cupar

Opportunities for Others

Cupar Arts
Cupar Heritage
Cupar in Bloom





Haugh Park

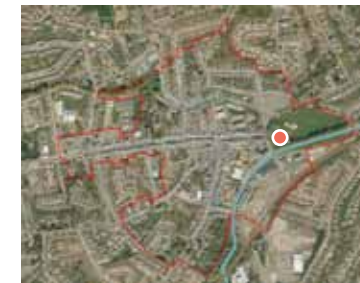
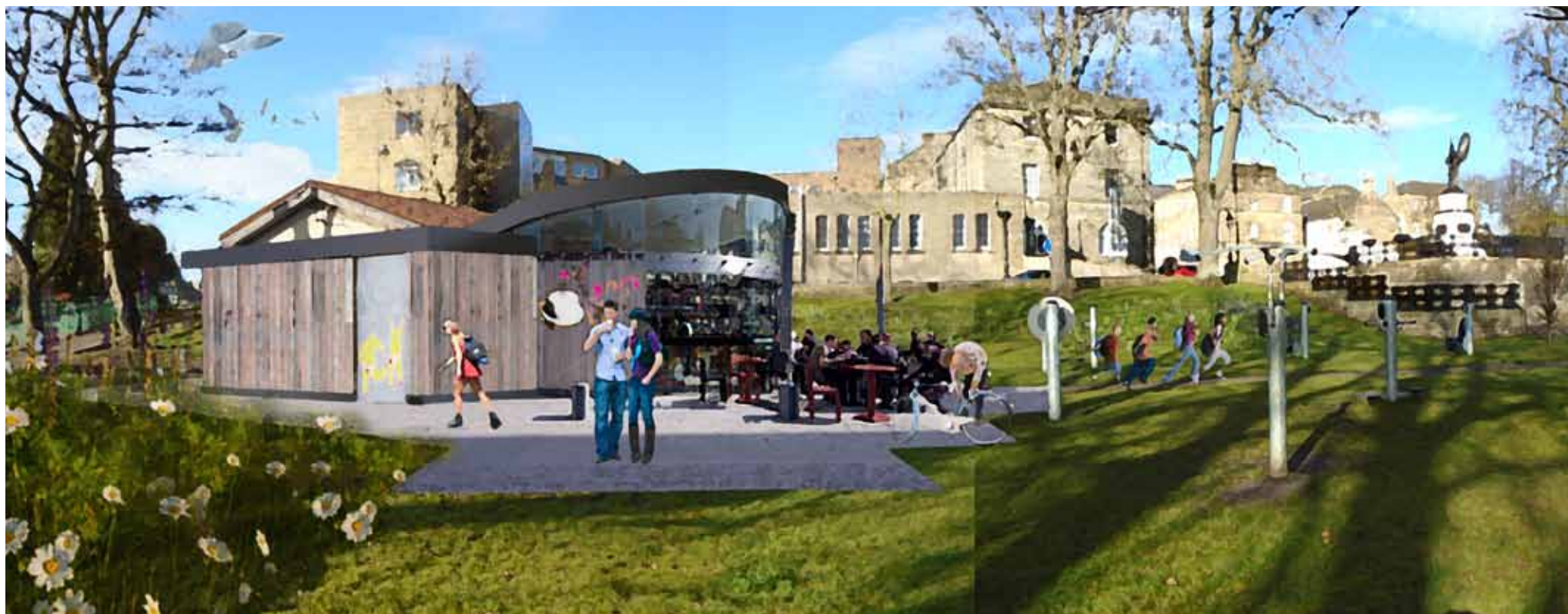


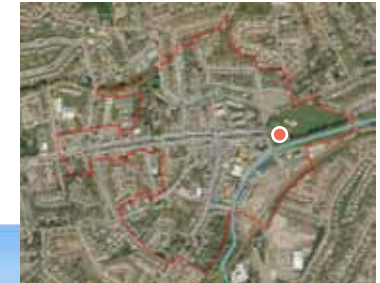
Image showing current state of area around current toilets in Haugh Park



Visualisation showing range of potential improvements to this part of Haugh Park cafe with outdoor seating and pop-up cinema (shown in visualisation on page 34).



Haugh Park



Visualisation showing range of potential improvements to this part of Haugh Park cafe with outdoor seating (shown in visualisation on page 33) and pop-up cinema.

4. CULTURE AND HERITAGE PROPOSAL F

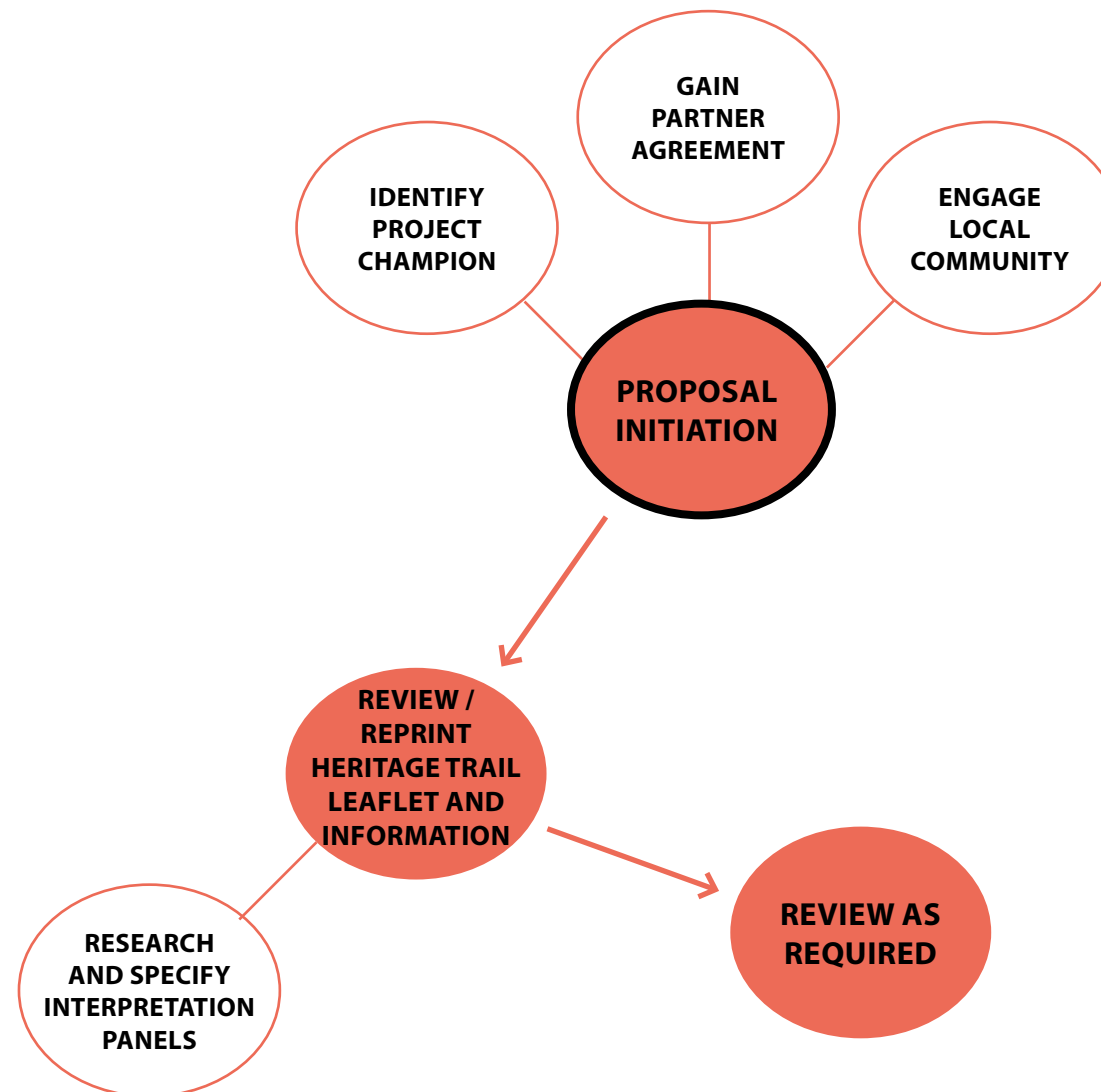
Proposal Heritage Trail and Interpretation

Key Players

Cupar Development Trust
Cupar Heritage
Fife Council
Fife Historic Buildings Trust

Opportunities for Others

ABCD
Cupar Arts
Cupar in Bloom



4. CULTURE AND HERITAGE PROPOSAL G

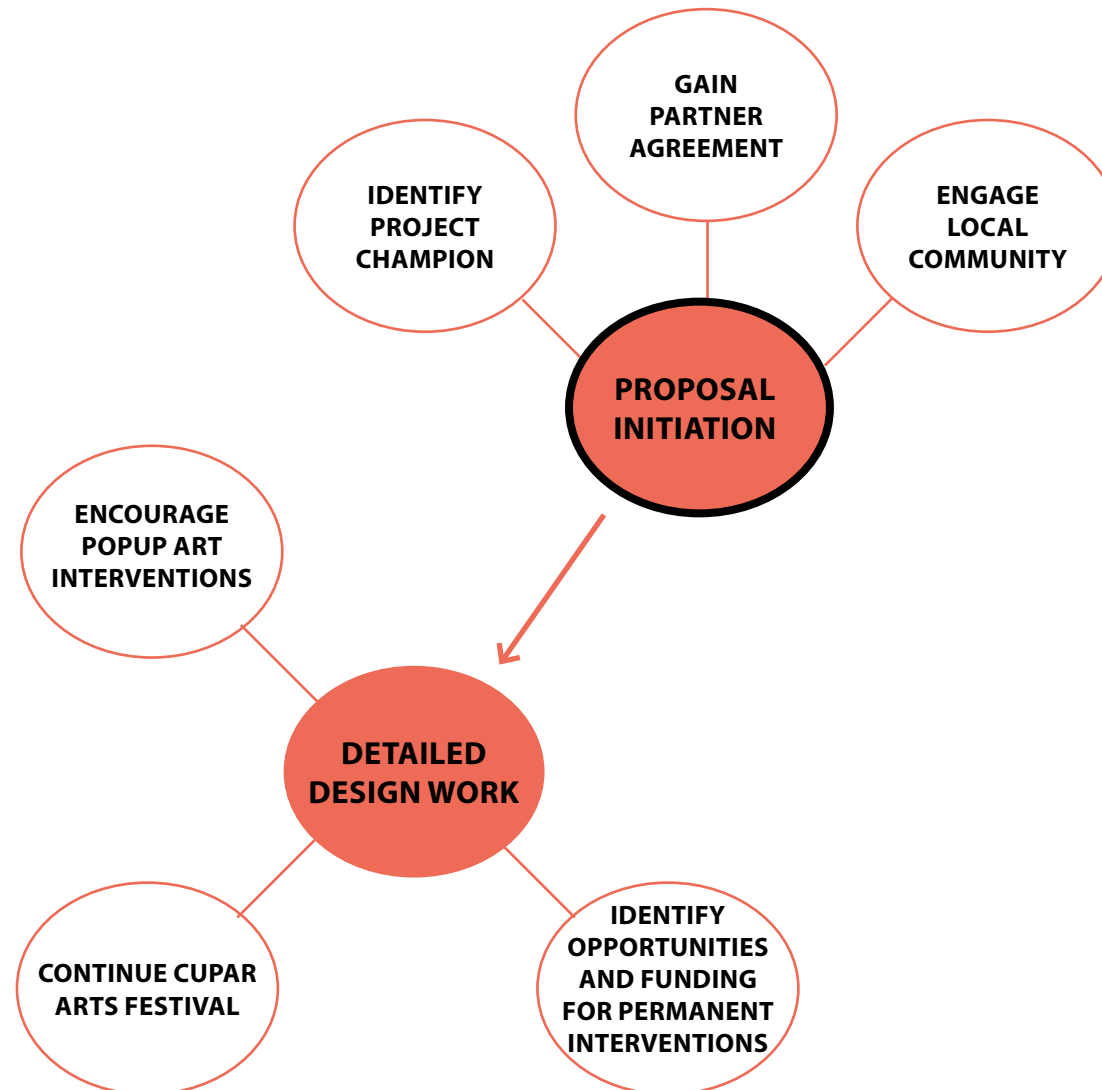
Proposal Public Art

Key Players

Cupar Arts
Cupar in Bloom
Sustainable Cupar
Cupar Development Trust
Cupar Heritage

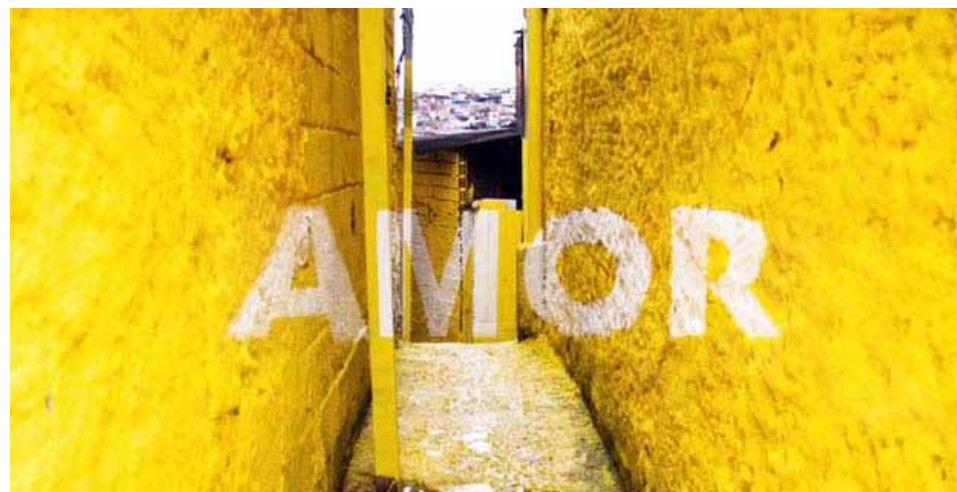
Opportunities for Others

Landowners
Businesses
Young People





Public Art



Series of photos showing range of art / public realm interventions incorporating lighting, Colour, Signage / Wayfinding, Temporary Street Art, Planting / Greenery.

5. HISTORIC TOWNSCAPE PROPOSAL H

Proposal
ATS / Ford Sites

Key Players

Cupar Development Trust
Fife Council
Landowners

Opportunities for Others

ABCD
Cupar Arts
Cupar Heritage
Cupar in Bloom
Cupar and North Fife Preservation Society

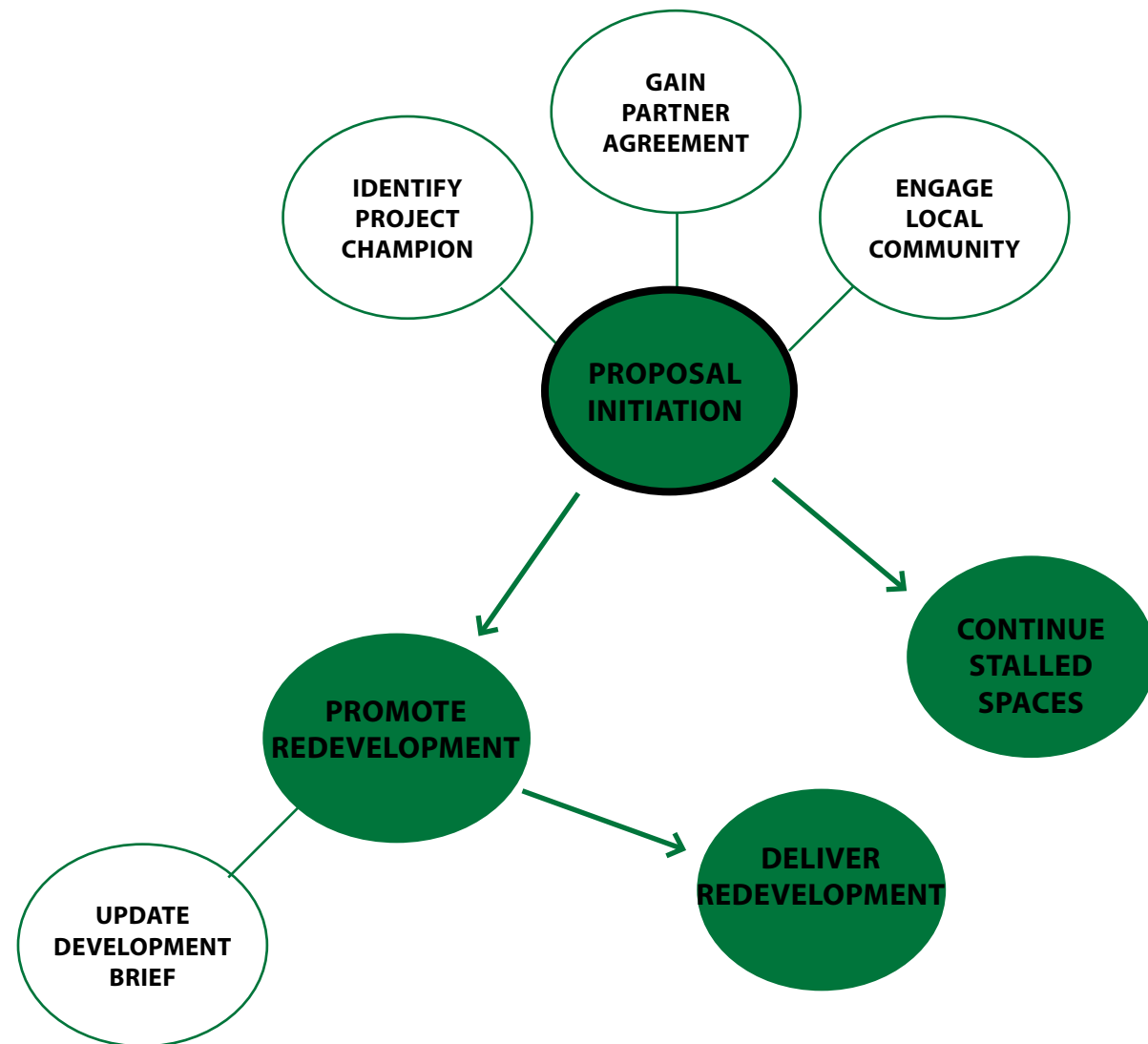
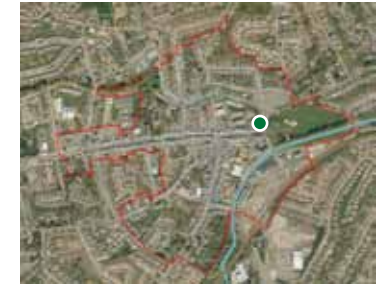




Image showing current state ATS / Ford Site



ATS / Ford Site



Plan showing potential foot print of new buildings on the site and how their introduction would create a sequence of spaces when moving between the town centre and car park off East Burnside.



5 Next steps

The challenge after any charrette is sustaining momentum by moving quickly to delivery. Since meaningful town centre improvements are inevitably complicated and involve multiple partners, it is important to get arrangements in place to agree and co-ordinate activity. This short concluding section summarises what needs to happen next.

In addition to the proposals identified in the action plan in chapter 4, there are a number of other important actions which are needed if the 'placemaking' objectives are to be delivered and sustained. These include:

1. Getting buy-in from local stakeholders.
2. Creating a mechanism for collaborative delivery.
3. Building & co-ordinating local capacity.
4. Securing funding.
5. Marketing the town centre.
6. Programming roadworks, events & activities to minimise disruption for businesses and maximise footfall.
7. Keeping young people interested and involved.
8. Demonstrating progress to the wider community.
9. Sustaining momentum!

These points all rely on having effective governance and communication arrangements in place. The initial priorities should be to agree who will do what during 2016, identifying champions for each project, and ensure that there is demonstrable progress in the town centre this year.

The charrette steering group has provided an excellent forum to begin discussions for the most appropriate structure, membership and responsibilities to take this forward, but it appears that it may now need to be replaced by a grouping which is more focussed on project management and delivery. Cupar Development Trust has generously indicated a willingness to initiate preliminary meetings with appropriate organisations and groups to secure agreement on collaborative working for each proposal. The Trust has however rightly said that it is vital that the package of proposals is taken forward collaboratively rather than led by a single organisation.



Appendices

- 1. Cupar in Context: background information**
- 2. Community survey**
- 3. Pre-charrette engagement comments**
- 4. Youth engagement outputs**
- 5. Place Standard workshop outputs**
- 6. Charrette newsletters**
- 7. Summary of workshop outputs**
- 8. Feedback presentation display boards**

Cupar: Challenges for the future

Anne M. Findlay

January 2014



Towns transition

| | % service | % Non-retail |
|------|-----------|--------------|
| 2002 | 37.7 | 6.8 |
| 2006 | 42.0 | 7.0 |
| 2008 | 44.1 | 5.5 |
| 2010 | 43.6 | 9.3 |
| 2013 | 40.1 | 9.2 |

In Cupar services have always been important but are showing a slight decline in importance. Non-retail uses of the 'high street' such as betting offices, fitness centres etc are on the increase. Out of town retailing has remained fairly static.

Retail Comparison

| | % Comparison | % Comparison | % Comparison | % Comparison | % Comparison |
|-------------|--------------|--------------|--------------|--------------|---------------|
| Cupar | 26.1 | 12.8 | 30.3 | 60 | 10-15% |
| St Andrews | 40.7 | 11.2 | 16.5 | 56 | 5% or less |
| Kirkcaldy | 34.5 | 12.2 | 26.4 | 37 | More than 20% |
| Dunfermline | 19.3 | 15.2 | 26.4 | 38 | 15-20% |

The diversity of comparison retailing in Cupar is less than in other centres and it is reliant to a greater extent on independent retailers. St Andrews has received a ranking which is ahead of expectations for a town of its size due to its functions as a university and tourist town.

Kirkcaldy remains the most important retail centre in Fife although it struggles with high vacancy rates

Retail Mix

| | % Comparison | % Comparison |
|-----------------|--------------|--------------|
| 2002 | 13.0 | 34.9 |
| 2006 | 12.6 | 33.6 |
| 2008 | 13.1 | 30.3 |
| 2010 | 11.4 | 30.0 |
| 2013 | 11.3 | 31.7 |
| 2012 | 25.9 | 23.1 |
| Diversity Index | | |

The Future

Attracting investment

Advocacy

New retail planning legislation and local planning – Fife retail planning study

Technology

Funding

Collaboration



Cupar Challenges for the Future presented at charrette

Cupar Info-graphic Profile

Cupar is a medium-sized town with an extremely mixed demographic. There is a particularly wide range of people, housing and activities. In terms of employment 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. There is a mix of professionals and nonprofessionals and those with higher and lower educational attainment.



Population

Population

9k

Forfar 14k

Haddington 9k

Peebles 8k

Households

4k

Forfar 6k

Haddington 4k

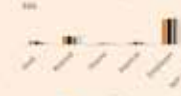
Peebles 4k

Employment

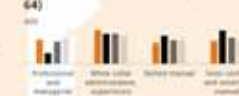
Employment (% working age 16-74)



Occupation (% aged 16-74)



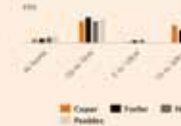
Social Grade (% households aged 16-64)



Sector Diversity



Distance travelled to work



Jobs

4k

Forfar 7k

Haddington 4k

Peebles 3k

Social

Distance travelled to work



Public

Education (% all people aged 16 and over)



Public

Education (% all people aged 16 and over)



Commercial

Number of premises per area



Cupar UPS comparison presented at charrette

Appendix 1

Cupar in context: background information

The town centre

In terms of economic activity, the town centre offers a range of shops and other businesses. In food retailing Tesco, Aldi, Lidl and the Co-operative each have supermarkets in or on the edge of the town centre. There are also other smaller convenience stores. National chains present include WHSmith, Argos, Poundstretcher, Greggs and Boots. There are numerous independent shops, including bakers, art and book shops. In addition to permanent shops, a monthly farmers market is held on the Crossgate.

As a service centre, the town centre offers banks, estate agents, solicitors, accountants, hairdressers, cafes, restaurants, bars, takeaways, chemists, and a library. A number of Fife Council functions continue to be based in the town. On the periphery of the town centre are a number of private trades businesses such as electricians, joiners, garages, plumbers and small builders.

Cupar has in recent years suffered the closure of some high street shops as well as local independent shops of various kinds. The closure of Cupar Sheriff Court in 2014 has impacted related businesses such as solicitors, with firms merging and some redundancies.

A town centre survey was undertaken by GVA on behalf of Aldi in September 2013. It found that of the 188 units within the town centre boundary, 40% were occupied by Class 1 (shops), 19% by Class 2 (financial, professional and other services), only 3% by Class 3 (food and drink), 7% by Class 4 (business, e.g. offices, R&D), 21% by 'other uses', and 10% were vacant. However, Experian data showed a vacancy rate in April 2013 that was much more

considerable at 16%. Whatever the exact level, vacant units vary in terms of both size and location within the town centre.

A 2013 study by the University of Stirling found that 22% of units in Cupar town centre were occupied by comparison retailing, 13% by convenience retailing and 30.3% by services. The vacancy rate was 10-15%; more than the St Andrews figure of 5% or less, but less than Kirkcaldy (20%+) and Dunfermline (15-20%); 60% of retailers were independent shops.

The University of Stirling research found that services have always been important in Cupar but are showing a slight decline in importance (see table below). Non-retail uses of the 'high street' such as betting offices, fitness centres etc. are on the increase. Out of town retailing has remained fairly static.

| | % service | % Non-retail |
|------|-----------|--------------|
| 2002 | 37.7 | 6.8 |
| 2006 | 42.0 | 7.0 |
| 2008 | 44.1 | 5.5 |
| 2010 | 43.6 | 9.3 |
| 2013 | 40.1 | 9.2 |

Tesco operates a supermarket to the south of the railway station, just outside the town centre on South Road. Aldi is located nearby. Although Tesco has planning permission to build a new 50,000 sq. ft. store on South Road, it has decided not to proceed but instead extend and refurbish the existing store. The new owners of the development site announced in December 2015 their intention to build five retail units totalling 41,500 sq. ft. A planning application is currently in progress.

Heritage

Cupar is an important example of a historic Scottish trading town, whose medieval history is visible in the street plan and in landmarks such as the Mercat Cross. The town's Conservation Area covers much of the town centre. The three oldest streets – Bonnygate, Crossgate and Kirkgate – and their associated closes are medieval. Many of the Georgian stone buildings in the town are from the 18th century when St Catherine Street was also set out. Until the advent of the railway later in the nineteenth century, there was little building post-1820 in the town centre. The various spires in the town centre are late 19th century, associated with the church revival. Many buildings within the Conservation Area are listed. The buildings are a mix of the vernacular styles, with large numbers of Georgian, Victorian and Edwardian buildings in the town centre illustrating the town's importance over several centuries.

Fife Council has in the past few years worked on proposals for the improvement of the streetscape/public realm in Cupar, in particular the historic closes. Fife Council, in partnership with Fife Historic Buildings Trust, is investing over £7 million in historic properties and streets of Cupar, using grants totalling £1.5 million from Historic Environment Scotland and the Heritage Lottery Fund, to establish the Cupar Conservation Area Regeneration Scheme (CARS)/Townscape Heritage Initiative (THI). The CARS/THI investment will cover external/internal building conservation, new affordable flats, upgrading of offices and public realm.

The overall Cupar CARS/THI programme includes refurbishment of the west wing of the County Buildings, a Building Repair Grants Scheme, works to Cupar's streets and closes, training and apprenticeships, and the Bonnygate Gap Site Development. A key building for the

five-year programme is the Burgh Chambers which requires significant refurbishment. A colour palette to re-paint the burgh chambers is currently being considered.

The historic fabric of the town centre needs additional investment; a Private Sector House Condition Survey in 2009 established that 89% of homes in the town centre exhibited some level of disrepair. Cupar Old and St. Michael of Tarvit Parish Church and St. John's Church have both been subject to conservation projects in recent years, but there are currently nine Cupar buildings on the Buildings at Risk Register, including the prominent former Burgh Chambers located at the junction of the three main streets.

In 2011, a pilot project called "Stitch in Time" was initiated by Fife Council and the Scottish Government to address the deteriorating condition of town centre buildings and main thoroughfares, raise awareness of repair and maintenance liabilities across all tenures, and encourage collaboration between owners of commercial and domestic properties to address those issues.

Housing

Cupar has for some time been a popular choice for house buyers. Before the economic downturn, this made it one

of the least affordable towns in Scotland. Current house price data indicates that while average prices are lower in Cupar than Scotland as a whole, they are higher than average for Fife.

Housing tenure data from 2012 shows the following situation for Cupar as a whole compared to Fife:

- 72.8% of households are owner-occupied (Fife 69%)
- 14.1% of households are council rented (Fife 17.7%)
- 2.9% of households other social rented (Fife 5.1%)
- 7.6% of households private rented (Fife 6%)

Surveys conducted in 2009 and 2010 revealed significant rates of disrepair in properties in Cupar town centre, with around 80% of private residential properties in need of some repair and around 20% falling below acceptable standards. This in part reflects the age of the overwhelming majority of town centre building stock. The 2009 Scottish Housing Quality Standard survey, based on a combination of tolerable standard, serious disrepair, energy efficiency, modern facilities and health, safety and security ratings, concluded that 76% of private housing stock in Cupar town centre was below standard, compared to 63.3% across Fife. Fife Council has subsequently conducted some repairs but issues with building maintenance continue.

Population

The latest census figures for Cupar show a population in 2011 of 9,339 broken down by age band as follows:

- 16.8% of the Cupar population aged 0-15 (versus a figure for Scotland of 17.4%)
- 11% aged 16-24 (Scotland 11.9%)
- 50.8% aged 25-64 (Scotland 53.7%)
- 21.7% aged 65+ (Scotland 17%)



Overall, Cupar is broadly similar to the national average, though with more 65+ residents. Data from the 2001 Census indicated that Cupar has a higher than national average proportion of pensioners and lower than national average proportion of working families.

Employment and deprivation

Employment data from the 2011 census for Cupar as a whole compared to national figures was as follows:

- 41.9% working full-time (Scotland 40.3%)
- 12.3% working part-time (Scotland 11.1%)
- 6.7% unemployed (Scotland 6.6%)
- 2.9% full-time student (Scotland 3%)
- 3% unemployed (Scotland 4%)
- 17.2% retired (Scotland 13.9%)
- 4.4% permanently sick (Scotland 7.4%)
- 11.6% ‘Other economically inactive’ (Scotland 13.7%)

Data from 2011 showed that the most important employment sectors in Cupar were public administration, education and health/social work, at 38% of the total, significantly higher than the Scottish figure of 27.3% at the Scottish level. In contrast, there were proportionally fewer people employed in skilled trades (Cupar 10.9%, Scotland 12.6%) and in process/plant operative jobs (Cupar 7.2%, Scotland 10%).

In terms of deprivation, data from 2012 shows that for Cupar as a whole, 9.3% of the population was ‘income deprived’, and 8.8% was ‘employment deprived’. When compared to Scottish national figures of 13.4% and 12.8% respectively, this indicates that the town has above average income and employment opportunities.

Within Cupar, the figures vary considerably between different datazones. Income deprivation ranges from

16.6% in Cupar West datazone to 6.8% in Cupar East. Employment deprivation varies from 13.2% in Cupar South West to 5.7% in Cupar East. 2012 Scottish Index of Multiple Deprivation (SIMD) figures place only Cupar Central within the 20% most deprived datazones in Scotland, the only part of Cupar in this category.

There has been an increase in Cupar over the past 10 years of both benefits claimants and Job Seekers Allowance claimants, but the rates remain lower than those for Fife and Scotland.

Education

Cupar has two primary schools, Castlehill and St Columba’s RC, and one secondary, Bell Baxter High School. It is also home to Kilmaron School for special needs children.

The location of schools requires many children to pass through the town centre between home and school, creating demand for cross-town movement on weekday mornings and afternoons. In addition, town centre food outlets and shops are used by secondary school pupils at lunchtimes.

The quality of education in the town is demonstrated by attainment levels and the number of pupils staying on to 6th year at Bell Baxter being higher than those for pupils in Fife and Scotland. A higher proportion of pupils go onto higher education and a lower proportion are unemployed on leaving school than those for Fife and Scotland.

In further and higher education, the former Elmwood College is used for the Cupar campuses of Scotland’s Rural College (SRUC) and Fife College (due to close its premises in Cupar in 2016).

Healthcare

Cupar is home to Adamson Hospital, a small community hospital and health centre which was redeveloped between 2009 and 2012. The health centre contains two GP practices, and a dentist is located nearby. There are other dentists and opticians located in the town centre. Stratheden Hospital, a mental health and psychiatric hospital, is located on the outskirts of the town.

Age Concern has a lunch club for the elderly and several church halls are well used by elderly people for lunch clubs and other activities which can be classed as preventative health care. These are all in the town centre.

Community life

Cupar has an active civic life, with bodies such as the Community Council, Cupar in Bloom, Sustainable Cupar, the Rotary Club, the Royal British Legion, Cupar Heritage and the Cupar & North Fife Preservation Society. There is an annual civic week of community celebrations.

The town centre is home to a number of community venues. The Corn Exchange and YMCA buildings are popular venues for events, concerts etc., with the latter used extensively by youth groups. There is also a separate youth café. Haugh Park, on the eastern edge of the town centre, has a bandstand as well as outdoor space. A number of church halls and individual premises for community groups are also located in the town centre, including Age Concern, uniformed youth organisations and others.

A notable annual event is the Cupar Arts Festival, now in its fifth year, recognised nationally and increasingly internationally, with the 2016 programme including artists

from Quebec and Italy.

Tourism

Although tourism is a significant sector in North East Fife as a whole, it is largely related to St Andrews and the East Neuk. While Cupar is located near a number of attractions, the town has less tourist activity, reflected by limited tourist accommodation and the lack of a hotel. The development proposals for the Cupar North expansion, as outlined in the LDP, include the safeguarding of a site for hotel use.

Transport

Being in the heart of a rural area, and home to many who work elsewhere in Fife and beyond, there is considerable car-based travel by residents. Commuting destinations include elsewhere in Fife, Dundee and further afield to Perth and Edinburgh.

Cupar lies on the main A91 road, which passes through the town centre along Bonnygate and St Catherine Street. There have been congestion issues in the past, which resulted in Fife Council spending £1.6m on a traffic flow improvement scheme. This included the re-location of the Mercat Cross and building demolition on St Catherine Street to allow for road realignment. Anecdotally, traffic flow has improved but concerns over air quality in Bonnygate remain.

Car parking includes on-street spaces on Bonnygate and car parks at Fluthers car park by East Bridge, Waterend Road and off Bonnygate.

Bus services connect Cupar to other towns in Fife and more widely to Dundee, Perth, Edinburgh, Stirling and Glasgow.

Frequency and travel times vary between routes and days. St. Andrews can be reached in 20 minutes, Perth in under an hour. Services run through the town centre and there are a number of bus stops, particularly on Crossgate.

The railway station is located on the edge of the town centre. There are regular direct rail services to Dundee (20 minutes) and Edinburgh (1 hour).

There is no dedicated provision for cycling and relatively little cycling occurs on the existing roads. Active local cycling groups are trying to remedy this and raise the profile of cycling in the area.

Planning policy

TAYplan Strategic Development Plan: 2012

TAYplan identifies Cupar as a 'Tier 2 settlement' which has 'the potential to make a major contribution to the regional economy but will accommodate a smaller share of the region's additional development'.

In its 'Hierarchy of Comparison Retail Centres', TAYplan lists Cupar town centre as a 'Larger Town Centre' on a par with Arbroath, Forfar, Montrose and St Andrews.

Land to the north of Cupar is allocated for the Cupar North Strategic Development Area, described as a site which 'will make a major contribution to the housing offer and competitiveness of the region with employment land integrated'. The allocation is for 1,400 homes and 10ha of employment land and bulky goods retailing.

These designations are carried over into the Proposed TAYplan Strategic Development Plan published for consultation in 2015.

St Andrews and East Fife Local Plan: 2012

In terms of economic development, the Local Plan promotes Cupar 'as a location for business investment and growth and consolidating its role as the service centre for East Fife'.

The Plan identifies the need to protect and enhance Cupar town centre's role as a local shopping centre and encourage further retail development in it, along with attracting commercial investment to the town as a whole. It also seeks to enhance the service centre role of Cupar by encouraging Class 4 business opportunities, i.e. office-based businesses, professional services etc., within and on the edge of the town centre through the creation of a better quality environment.

As well as these aspirations for the town centre, the Cupar North Development Framework includes a Class 4 business park, a maximum 6,500 sq.m. Class 1 retail park (restricted to bulky goods to avoid competing with goods available in the town centre) and safeguarded land for the development of a hotel. Additionally, small neighbourhood shops are encouraged within housing developments, 'in order to serve local needs and reduce unnecessary travel for everyday items'.

Industry is supported with further employment land allocation at Prestonhall East, for classes 5 and 6.

The Local Plan's Strategy for Cupar is 'to consolidate the town's role as the principal centre for services and facilities, serving the wider rural hinterland, involving the development of 1,400 houses, community facilities and infrastructure, enhanced education facilities and business and commercial land over a 20-year period'.

It is anticipated that 'In tandem with the revitalisation of

the town centre through environmental or streetscape improvements...the Cupar North development will help to attract commercial investment whilst supporting improvements to services, employment, infrastructure and public transport’.

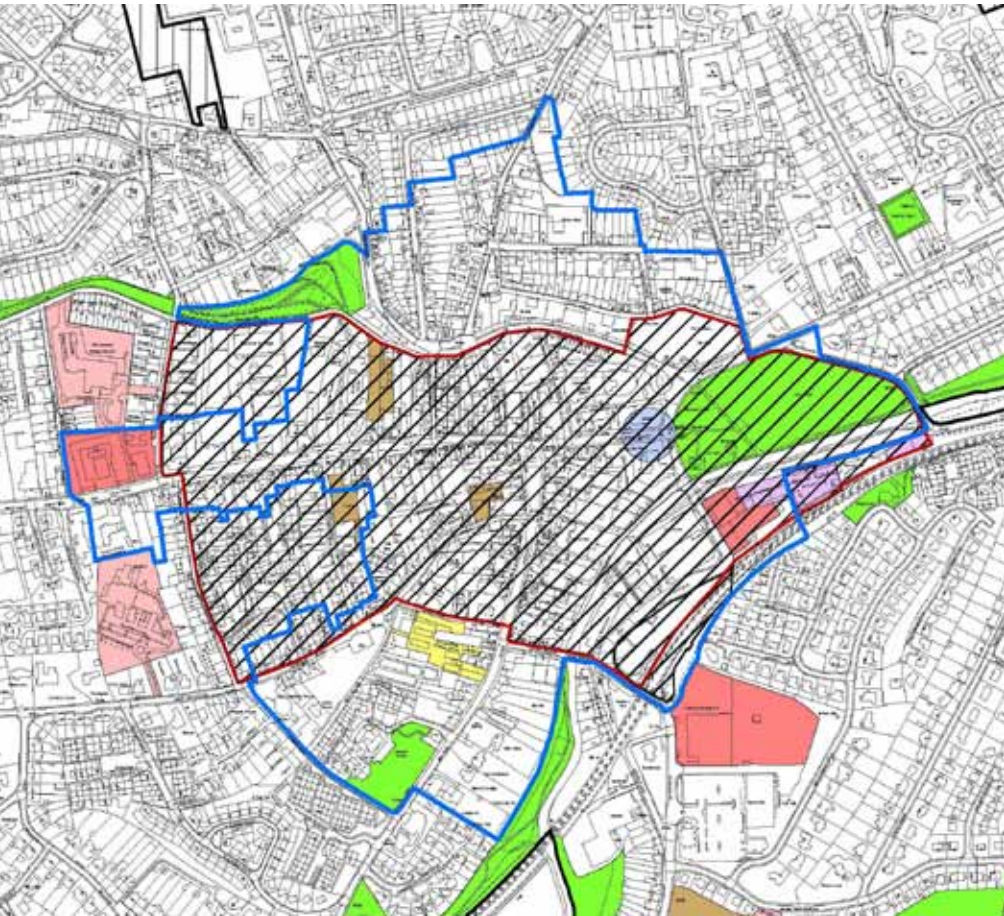
The 113 hectare Cupar North town extension is planned to include 1,480 residential units; commercial units, including bulk goods retailing; a primary school; a Green Network and associated open space/recreational land/sports pitches; and a relief road.

Although allocated in planning policy, the town extension is yet to gain planning consent. If approved, development is unlikely to start before 2020 and would be phased over a number of years.

The Local Plan also identifies a number of brownfield sites in and around the town centre for residential and/or commercial redevelopment.

The St Andrews and East Fife Local Plan (2012) identified traffic management in Cupar as an ongoing issue, with a need to improve links between the town centre and the railway station, and construct a new northern relief road to resolve many of the congestion and environmental issues which impact on the town centre. The Local Plan notes that construction of the relief road would allow for further traffic calming measures and associated environmental improvements to be introduced in the town centre.

As part of the pilot programme linked to the Scottish Government’s Town Centre Action Plan and its ‘Town Centre First Principle’, the Proposed FIFEplan (published 2014) intends to pilot incentivising development in towns and re-use of prominent sites by removing the need to provide developer contributions. The proposed new guidance sets thresholds for contributions through planning obligations for various defined development types, but



Adopted Local Plan Cupar 2012 map

has a clear statement that strategic obligations will not be sought for: town centre redevelopment; construction of individual sites of fewer than 10 houses (except as part of a multi-phase development); listed building conversions, brownfield sites, or changes of use; special needs housing including sheltered housing inclusive of bespoke design and management features; or student or holiday accommodation.





THE
Courtyard
GREAT FOOD | RELAXED DINING

29A
COURT YARD
COURT YARD
COURT YARD

Appendix 2

Community Survey





Appendix 3

Pre-charrette engagement comments

1. Animating Cupar - enterprise and creativity

- Temporary artworks will be erected as part of the International Cupar Arts festival (18-25 June 2016). There was a desire for more permanent art works to create legacy artwork for the town. Planning support and partnership will be needed to maintain artwork in situ. Opportunities for art displays exist in many locations, including Lady Wynd and vacant premises/ brownfield sites.
- Scotrail runs an 'Art Line' project which includes Cupar railway station building and more could perhaps be made of this.
- There are a number of good quality 'independent' businesses in the town centre.
- There is a need for more business land, especially for business start-ups. The current industrial estate is at capacity.
- Fife Council is considering piloting a Simplified Planning Zone (SPZ) in Cupar town centre to encourage small businesses to invest.
- There was a desire for an art cinema in the town centre.
- Cupar town centre has a farmer's market on the 3rd Saturday of every month 9am-1pm. This was generally accepted as very good for Cupar town centre but there is a need to ensure that local businesses benefit as much as possible.
- Some suggested a single point to book community facilities e.g. Corn Exchange, YMCA, Old Parish Centre etc.
- Some independent businesses suggested an animated (designed, vibrant) on-line and paper directory created of what businesses exist in Cupar (retail, restaurants, dentists, accountants, solicitors etc.) to help create a positive vibe / bring people to Cupar.
- Linked to this was a desire for a map of Cupar with a directory of businesses sited in the car parks and

railway station.

- There was an appetite amongst some for businesses to open after 6pm.
- Many would like to see more of a 'Café Culture' in Cupar with tables in streets.
- There was a general desire to shop and use the town centre whenever possible (many managed to do large amounts of their Christmas shopping in the town centre).
- Some businesses would like more support for their town centre premises – which are more expensive to run than their out-of-town ones.
- A desire was expressed for a 'tool shed' – a community workshop to allow people to 'borrow stuff'. We heard that this has worked well in Oban town centre.
- Some local community groups would like a shopfront.

2. Conserving Cupar – buildings, spaces and closes

- Concern was expressed over a lack of maintenance (and inappropriate maintenance using modern materials) of some historic properties, which damages the valuable historic fabric of the buildings and contributes to the tired appearance of the town.
- Inappropriate modern shopfronts detract from the Conservation Area.
- The retention of old windows was considered to be very positive and something to be celebrated. Residents and property owners of listed buildings should be encouraged to take pride in their special characteristics and the value they add to the Conservation Area.
- A need was expressed to raise general awareness of the benefits the historic environment brings to Cupar (buildings, monuments, historic streetscape etc., in addition to opportunities for heritage activity days to explore and celebrate Cupar's heritage).
- More could be made of Cupar's history / historic

buildings to give it more of an identity / attract tourists (the Fife Family History Society is looking for premises).

- There is current funding available through CARS/ THI for building repairs to listed buildings and for 'traditional skills' training apprenticeships for the local community. St Catherine Street (County Buildings) will be painted 'stone coloured' in 2016. Money is also likely to be available for other Cupar heritage projects. There are issues around the multiple ownership of listed buildings.
- Fife Council has a current focus on the Cupar closes (30 closes; 16 adopted; 6 private) with some funding for improvements and consultation with owners / adjacent businesses. There is likely to be focus on three of these closes for improvements to structure / lighting.
- 'Gap sites' need to be developed as they make the town look unsightly. The Cupar Inner Court gap site should be the priority; there are proposals pending for a mix of uses below and flats above. There is a desire for this gap site to be left partly 'open' to help deal with air pollution along Bonnygate.
- Some heritage organisations would like more blue plaques and interpretation panels to aid renewal, restoration and knowledge. There was also a desire for a model of the medieval town to be on display in the town centre.
- Some heritage groups think that the cycle racks at the Mercat Cross detract from the historic importance of this area.
- Heritage organisations would like new development to take account of the historic medieval fabric of Cupar town centre.
- The former YMCA building should be recognised as a priority for redevelopment, as should the hotel at the bottom of Lady Wynd.
- There was a general desire to be proactive about

- redeveloping brownfield sites and buildings.
- Cupar Heritage is looking for a bigger heritage centre in the town.
- Ferguson Square is seen as a neglected empty square which needs attention. Some suggested it could become an 'edible' square, many would like it greened with wooden planters. There is a desire to use the space for enterprise activity (possibly market stalls).
- It was suggested that more could be made of car parks e.g. fairs and market stalls at weekends.

3. Moving Cupar - walking, cycling, public transport, parking, mobility

- Cupar's railway station was considered to be one of Cupar's key assets, making it an accessible commuter town with local links and connections to the east coast mainline.
- There was a general desire to create a physical and/or visual link between Cupar railway station and the heart of the town centre at Crossgate.
- Bus stops are many and convenient but more could be done to integrate bus and rail travel.
- There was a desire to make Cupar town centre more pedestrian and cycle friendly. There are no dedicated cycle routes in the town, although an active travel ('London tube') route map has been produced by Sustainable Cupar.
- Opinion was mixed on the relative merits of pedestrianising parts of the town centre. Some would like no left turn from Bonnygate into Crossgate and no left turn out of Kirk Wynd into Crossgate (except buses/taxis).
- Another solution expressed was to create a one-way system and widen pavements to create a more attractive and pleasant walking experience.
- It was suggested that more could be made of Cupar's closes, parks, green spaces, river to encourage walking and cycling routes through and around the town centre.

- Traffic management was seen as problematic – with road congestion and heavy vehicles travelling quickly through the town centre, particularly at Bonnygate and in Crossgate.
- Parts of Cupar town centre are within an air quality zone (Bonnygate).
- There was a desire for car club provision (electric/hybrid) and charging points. Some would also like cycle lockers.
- There were concerns about the poor visual state of Waterend Road and Bank Street.
- Signage could be better – to aid navigation and take people to key areas of interest.
- A link across the flood plain (Cowbrae Link) is currently being considered.
- The local Police are particularly interested in attending any workshops around this theme.

4. Inclusive Cupar – a town centre for all

- Cupar was widely considered an attractive place to live.
- There was a general feeling that Cupar town centre should be 'greener' to make it more pleasant for all, with planting along Bonnygate / more trees generally.
- The town centre has no free Wi-Fi and there are very few premises/cafes which offer it. There was a desire for this to be improved.
- Some believe that Cupar needs a Community Centre.
- Families: Cupar is a good place for families to live (good schools, good public transport, good community spirit, hospitals, health centres and strong church presence).
- Elderly: There was a perception that the town caters more for the elderly, both in terms of the activities / clubs available and the types of shops.
- Young: there were concerns about a lack of places for young people to go with their friends in the town centre e.g. few or no places to engage (except Cupar youth Café which young people come to from town

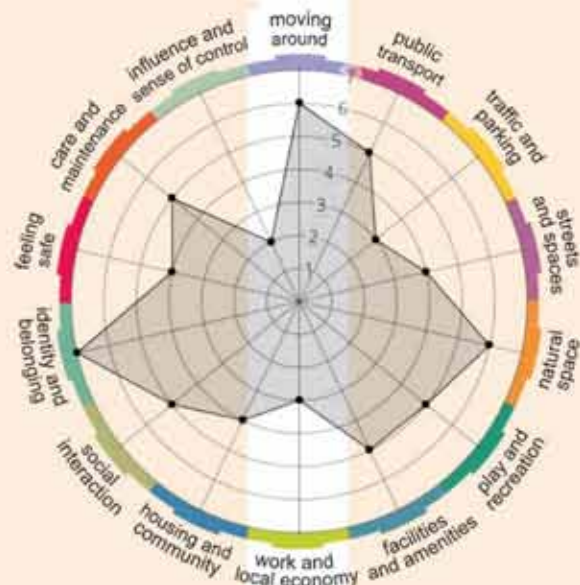
- centre and surrounding area). Cupar needs a night-time economy – general feeling that Cupar 'shuts' at 6pm. Many believe there is a need to invest in young people and the services / opportunities for young people so that they use and stay in the town centre.
- Disabled: the narrow pavements and cobbled streets make Cupar town centre difficult to move around in for wheelchair and pram users.
- Tourists: Cupar town centre has no hotel and few facilities for tourists. Many would like a hotel in Cupar, although it was suggested Cupar may be just below the population threshold for a hotel.
- More could be done to provide information to visitors about what they can do in Cupar (what to do on a day out in Cupar).
- There is general feeling that the holiday lets proposed above Maisie and Macs are a good idea and more should be encouraged. Cupar currently has no 'tourist' draw – it is not a destination town; given rail links, some people said it could be marketed as a place to stay from which to visit the whole of Fife.

5. Housing

- There is a desire for more high density housing in the town centre – and support for those living in the town centre.
- Kingdom Housing Association has a large waiting list of people who need housing in Cupar.
- It was suggested that there is real potential for St Andrew's student accommodation.
- There is also a market for supported accommodation for adults with learning difficulties. There was a desire for more private rented properties – and a better mix / quality of housing design.
- There are issues with private rental rates and maintenance of housing.
- Social housing is also needed; not all of Cupar is affluent.



Girls Project Youth Cafe



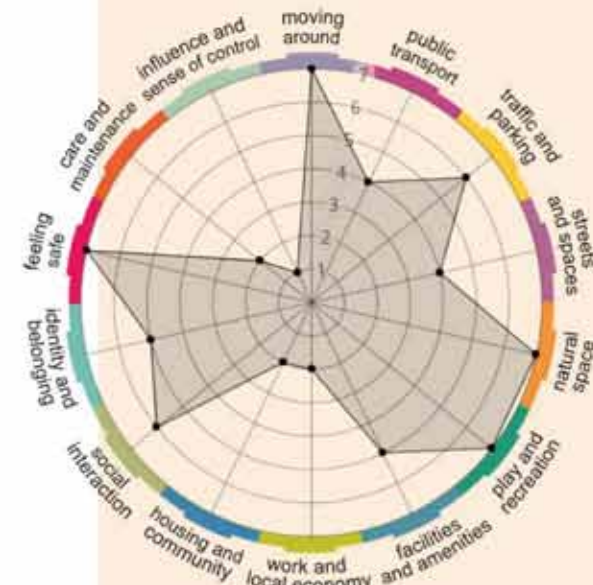
The general response is that the group finds ease of movement throughout Cupar generally very good, and there is a strong feeling of identity within the area. There is an agreement that natural spaces, play and recreation and public transport are satisfactory. In contrast, the group felt there could more opportunities for influence within Cupar, and that more could be done to improve traffic and parking and to increase the feeling of safety. Other responses for improvements included streets and spaces and further opportunities for work and the local economy.

Creative Friends Youth Cafe



Creative Friends have indicated they feel there is little room for improvement on many of the headings, and have shown they feel Cupar is overall generally satisfactory. Topics reaching the highest mark include social interaction, identity and belonging and feeling safe within the community. The group have hinted there is room for improvement within work and the local economy, traffic and parking, public transport and also streets and spaces.

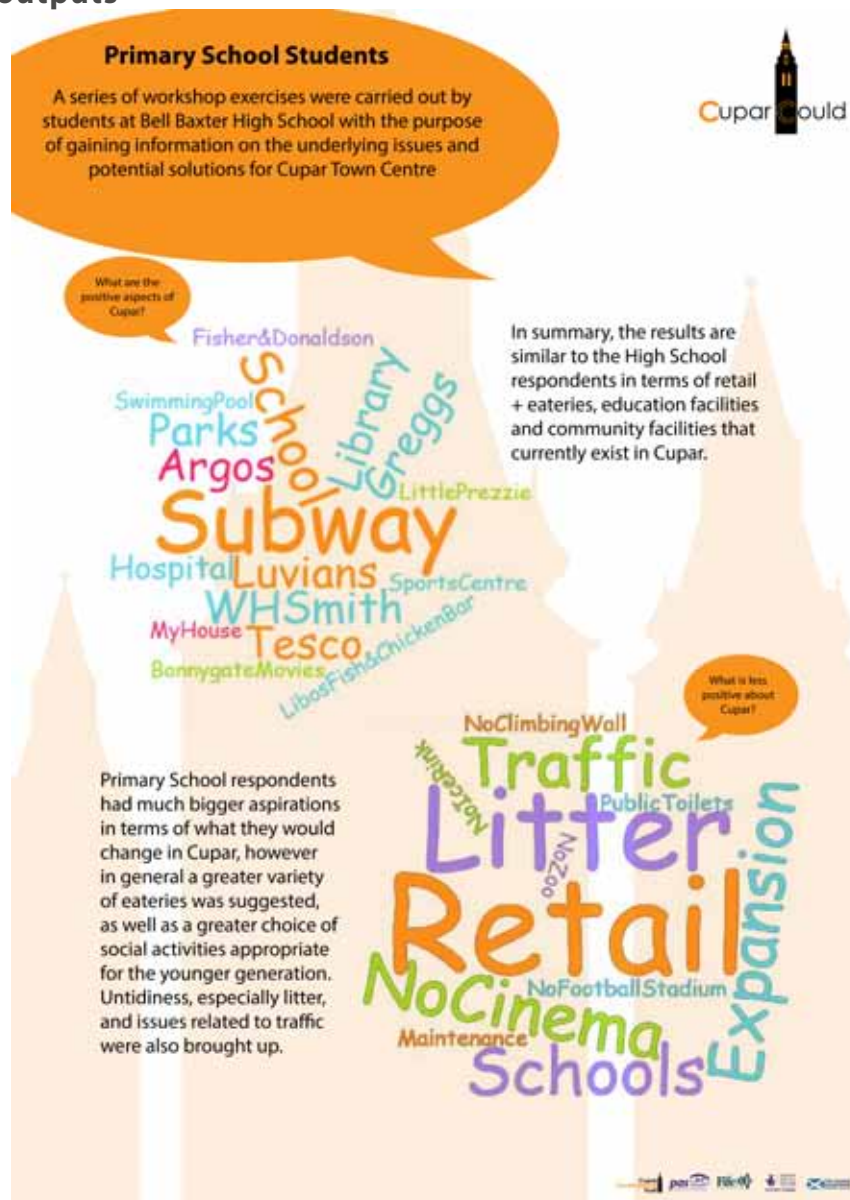
Brightside Brunch Youth Cafe



The Brightside Brunch have expressed they are happy with ease of movement throughout Cupar, play and recreational areas, natural spaces and the feeling of safety. There is a general feeling that social interaction, traffic and parking and the feeling of identity and belonging within Cupar is also at a good level. In contrast, the issues they feel could be improved the most include work and economy, housing, care and maintenance and a sense of influence and control within their community.

Appendix 4

Youth Engagement outputs



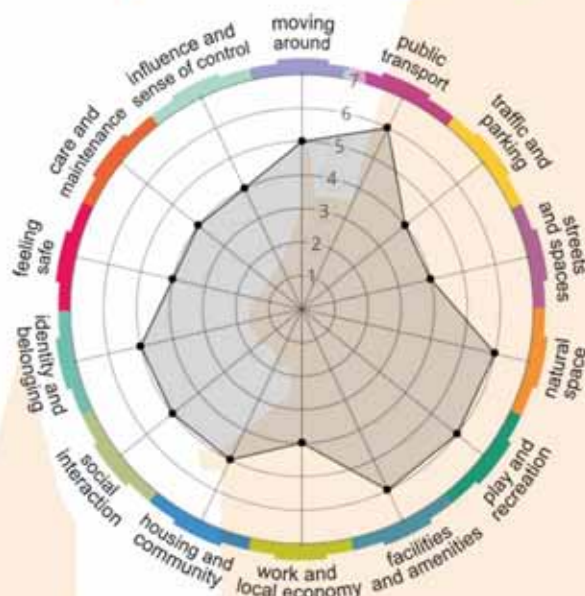
Place Standard Results

The purpose of the Place Standard diagram is to highlight areas within a town centre that are performing well and where there is room for improvement. A positive aspect or strength will help create a fuller shape, reaching towards the edge of the circle; whereas a less positive aspect will remain towards the centre.

Ask us if you'd like to learn more about the Place Standard Tool and create your own Place Standard diagram right here.

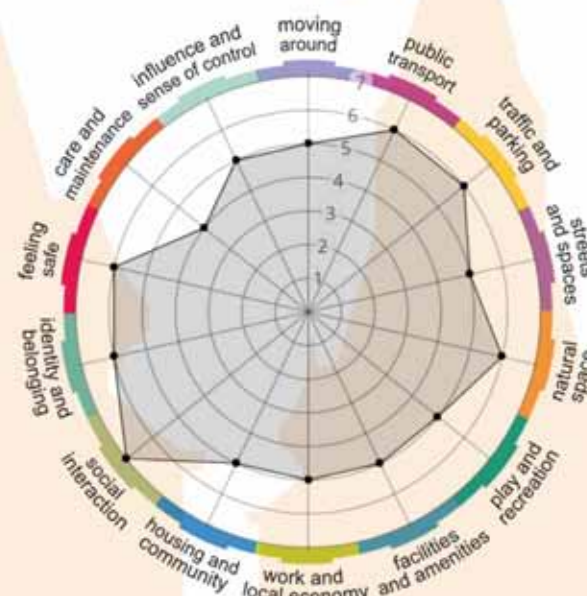


'Cupar Could' Steering Group



A Place Standard workshop took place on 14 January with the 'Cupar Could' Steering Group. The results revealed that the main priorities for the charrette could be moving around: accessibility (safety, disabled access, walking, cycling, public transport), work and local economy: business & enterprise, care & Maintenance: the physical environment (condition of buildings, removal of dereliction) and influence and sense of control: working together.

Bell Baxter High School



The general response was that retail + eateries, education facilities, community facilities and transport provisions should stay the same. In contrast, there was a strong response for increased social/leisure activities and urban design improvements. Other responses for improvements included retail + eateries (to include healthier options), maintenance/regeneration, public transport and marketing + information.

Appendix 5

Place Standard workshop outputs from Steering Group

This appendix contains the results of the Place Standard workshop undertaken with the Steering Group on 14 January 2016. The bullet points below summarise the points made by Steering Group members under each of the Place Standard headings.

Points which have been addressed in the final package of proposals are indicated in **bold text**.

Moving Around

- No movement across East Road. **Pedestrian priority** issues to be addressed and a crossing is required
- Bottle neck along Bonnygate, main road, creates problems which are made worse by signs and bins on street
- **Pedestrian issues at Lady Wynd**
- **More direct connections to train station required**
- **Problems with cycle safety**
- Town Centre is not **wheelchair accessible** – pavements too narrow and few drop pavements. Facilities aren't wheelchair friendly e.g. library
- Potential for a cycle route around Duffus Park
- A good town to walk around – need for a **published walking route**

Public Transport

- Lovely train station, good provision
- Need for a **bridge** (behind Argos) to connect the station to the town centre
- Buses, relatively frequent, including out of main hours.

Traffic and parking

- Great parking facilities - lots of free parking – car parks and on-street parking
- Problems with heavy traffic through town centre
- New traffic system good – but cars turn left and right when they should not.
- Pedestrian crossings at Crossgate are too close together and in the wrong place.
- Youth café creates problems with parking. Parking problems at new flats.

Streets and Spaces

- Attractive form and welcoming; Heart of town is especially attractive.
- Legible form with church spires, closes, strong building structure and attractive landmark buildings
- Lighting at night good
- The park creates a fantastic entrance to the town – statue and bandstand more lovely features
- **Castle esplanade** – need a focal point / feature as you come into the town at this corner.
- Traditional / historic structure
- **Burnside** a bit old and tired, exacerbated by loss of businesses

- **Neglect of some buildings** within core. County buildings needs painted. Gable end of Royal Hotel needs sorted
- Room for improvement – **gap sites, closes, pavements**
- More public toilets needed – and improvements made to the one at Bonnygate
- Natural Space
- **River good in parts but under-utilised** – more could be made of the space along the river
- Park provision good and well maintained – could be more green space though (tree planting and greening in streets)
- Orchard Walk lovely
- More benches needed – Ferguson Square, Crossgate

Play and Recreation

- Sports well catered for with swimming, bowling, rugby, as well as outdoor gym equipment within parks (Duffus Park community sports hub)
- Pitches club based and well used
- Indoor play provision but could be enhanced
- Park 'surrounded by roads'
- YMCA / Youth Café / Bandstands

Facilities and Amenities

- No cinema / theatre on regular basis
- Swimming pool ok but needs upgrading
- Poor street and informal seating provision
- Public toilets provided but mixed condition and quality
- Good shops, although lacking in fashion shops and women's clothing
- Not enough facilities for young people – youth café a welcome introduction
- Corn Exchange and YMCA are great local facilities
- Some facilities need upgrading such as Guides Hall

Work and Local Economy

- Part-time working increasing
- People beginning to commute into Cupar
- Worries/uncertainty about Elmwood College closing down
- Lacking private sector group in the trading estate
- Need for local start-up companies/small businesses – and support for them
- Too many empty shops in the town centre – need to make better use of empty properties
- Whilst unemployment in Cupar is relatively low, there is little adult / youth training. Job Centre only
- County employment shrinkage, no compensation within private sector or manufacturing.
- Good location for 'mobile' people
- Getting better – more hospitality

Housing and Community

- Cupar is a place people want to come to live
- Good mix of housing (old, new, house types) but **social housing is generally poor in condition and difficult to maintain**
- Housing developers aren't aspirational enough in their designs
- More housing for private housing for rent needed (especially mid-market rent) - and for those on low incomes.
- More support needed for those living in the town centre
- Some movement, migration, of students from St Andrews due to high rents / costs there
- Issues with private rental rates and maintenance of housing
- Central opportunities for new housing within the core of the town
- No supported accommodation for adults with learning difficulties

Social Interaction

- Good street interaction with plenty of tearooms and alternative routes
- Cupar small enough to be a strong community
- Good club and group provision across a range of demographics
- Some people believe that pre-school provision needed to be improved – others feel there is ample provision.
- Need to use the schools more for community meets
- Need to **make more of Ferguson Square** – as a meeting point. Opportunity for craft stalls

Identity and belonging

- Little or no vandalism or graffiti
- A strong sense of self-respect – people get 'involved' in things and want to be a part of Cupar. They know each other and look out for each other. People are positively engaged.
- Questions over whether there are too many community groups? General feeling that they need to work better together. Some feel there is volunteer fatigue and issues around community capacity
- People don't tend to migrate or move from Cupar
- Questions over exposure of young people - potential lack of related groups, places to engage
- Cupar town centre **needs to become alive in the evening** – needs a night-time economy (pub/music quiz, more restaurants)
- Secrets

Feeling Safe

- Good sense of safety within the core of Cupar at all times of the day
- Good level of activity on streets – and no evidence of people 'hanging about'
- Good general level of lighting provision (including around Bonnygate) – but co-op car park and Bell Baxter High School are badly lit
- No vandalism or graffiti
- Police station in town centre

Care and Maintenance

- In the centre good street cleaning
- Bin collection good in the centre (but problems with bins and bin lorries in narrow streets, especially in Bonnygate)
- Need handrails for pedestrians and buggies
- Dog fouling problems in areas
- Buildings generally in good condition structurally but issues with **maintenance of facades and gutter leaks**
- **Maintenance issues** with private landlord properties


Influence and Sense of Control

- Good range and variety of groups and provision to interact – groups are open, inviting and strong
- Some feel that local access to the Council is good, but better access points to information are needed. Others feel they are not listened to / feel frustrated by their inability to influence decisions (**lack of control**). General acceptance that change does happen over time though.
- How to **get more people involved** (man on the street) – social media.



Appendix 6

Charrette newsletters



PRE-EVENT NEWSLETTER

17-20 MARCH 2016

Charretteplus™ is a design process, where people get together to discuss and share ideas for the future of their community.

The 'CuparCould' Charretteplus™ is an initiative of Cupar Development Trust and is facilitated by PAS with support and assistance from Fife Council, the Scottish Government and the Big Lottery.

This 'Cupar Could' event will allow the views and ideas of the Cupar community to feed into the production of a Community Town Centre Action Plan, creating a legacy for future generations.

"The aim is to put together an action plan that will bring economic, social and cultural benefits to the town centre and promote a sense of pride in Cupar"
– David Kirk of Cupar Development Trust

PRE-EVENT ACTIVITIES

Youth Engagement – workshop sessions at Castlehill Primary School, St Columba's RC Primary School, Cupar Youth Cafe, Kilmarnock Special School and Bell Baxter High School.



Place Standard Workshops – a framework used to assess the quality of a place completed by a number of community groups including the 'CuparCould' Steering Group, Cupar Youth Cafe and Bell Baxter High School.

Survey – a short online survey based around four key questions used to generate existing views on Cupar town centre.

Conversations – with key members of the community.

PRE-EVENT ISSUES ARISING

Retail/Business: vacant units; need to support local, specialised shops; greater variety of shops; more business workshops and offices.

Conservation: lack of maintenance; 'gap sites' need redeveloped; regeneration of derelict property; retain identity; improve conservation quality.

Urban Design/Transport: heavy traffic dominates; few streets where pedestrians can walk with ease; rebalance priorities to encourage walking and cycling; better integration of public transport.

Community Facilities: need a town centre for all; lack of provisions for young people; very few tourist activities.

'CUPAR COULD' VENUE
Corn Exchange
St Catherine Street
Cupar
KY15 4BT

TOMORROW'S SCHEDULE
Thursday 17th March
Come along anytime between 6.30pm – 8.30pm to meet the team and find out more about the events taking place over the next few days.

LOOKING AHEAD
Friday 18th March
Public drop-in between 8.30am – 7pm with various workshops throughout the day as follows;
Enterprise 8.30am – 9.30am
Conservation & Community 10am – 11.30am
Creativity & Innovation 2pm – 3.30pm
Saturday 19th March Pulling Ideas Together
Sunday 20th March Do We Have a Plan?

Follow Twitter (@cuparcould), Instagram (@cuparcould) and Facebook (facebook.com/cuparcould). Please re-tweet.





NEWSLETTER #1

THURSDAY 17th MARCH

The Corn Exchange was set up for launch of the 'Cupar Could' Charretteplus™ with pre-event consultation ideas from St Columba's RC and Castlehill Primary Schools, Bell Baxter High School, Cupar Youth Café and art-work and ideas from Kilmarnon Special School.

Nick Wright led the welcome outlining the schedule of the 'Cupar Could' event and the aim of producing an action plan for the town centre.

"although we all love Cupar we feel it could be updated a little bit"

— Pupil from St Columba's RC Primary School

The action plan is currently blank and will be filled by Saturday afternoon to start entering ideas from the workshops, to be followed by a public drop-in exhibition on Sunday.

Pupils from St Columba's RC Primary School presented their experience of learning about planning and their thoughts on how to improve Cupar for themselves, their families and facilities that benefit the community. Groups from the school designed places for disused sites such as restaurants, hotels, a local cinema, a football pitch and a play park.



Gemma from the Youth Café at YMCA and YWCA discussed their experience of the pre-event engagement and highlighted the great things about Cupar including the heritage, natural aspects and small town vibe but the lack of activities for older teens.

We also heard from Kilmarnon School highlighting their students need for easier access and getting around.

Around 50 residents took the opportunity to preview the event. Participants moved around the hall and engaged with volunteers, participating in vox pops and contributing their ideas on Cupar town centre.



LOOKING AHEAD

Friday 18th March

Public drop-in between 8.30am – 7pm with various workshops throughout the day as follows;
Enterprise 8.30am – 9.30am
Conservation & Community 10am – 11.30am
Creativity & Innovation 2pm – 3.30pm

Saturday 19th March

Public drop-in between 10am – 7pm with various workshops throughout the day as follows;
Moving Cupar 10am – 11.30am
How Can Ideas Come Together? 2pm – 3.30pm

Sunday 20th March Do We Have a Plan? 2pm – 5pm

Follow Twitter (@cuparcould), Instagram (@cuparcould) and Facebook (facebook.com/cuparcould). Please re-tweet.



NEWSLETTER #2

FRIDAY 18th MARCH

WORKSHOP 3: CREATIVITY & INNOVATION

The afternoon session discussed creativity in Cupar.

Many ideas built on or reflected the previous workshops and embraced contributions from the schools and community groups. A rich supply of artists and creative industries already exist in Cupar with a lot of good activity. A need for outdoor café space, provision of visible and collaborative opportunities for creative industries, and greater use of outdoor assets was identified. Specific proposals included an outdoor space in Ferguson Square, a flexible workspace for arts in County Buildings, and conversion of the toilet buildings in Haugh Park as a social enterprise / outdoor activity hub and café, along with a signage strategy to help illuminate Cupar's hidden assets.

"people in the town really value the small independent shops. We are a market town for the 21st century and need to promote that"

— Workshop Participant

The Minister for Local Government and Community Empowerment, Marco Biagi MSP, dropped in and heard views on Cupar from pupils from St Columba's and a special presentation from Ashleigh of Kilmarnon School on accessibility. The Minister highlighted the importance of participation and that true empowerment is where communities not only say what they want but get what they want.

LOOKING AHEAD

Saturday 19th March

Public drop-in between 10am – 7pm with two further workshops on;
Moving Cupar 10am – 11.30am
How Can Ideas Come Together? 2pm – 3.30pm

Sunday 20th March Do We Have a Plan? 2pm – 5pm

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Following on from the successful opening night three facilitated workshops started work on the 'Cupar Could' Action Plan.

WORKSHOP 1: ENTERPRISE

A round table discussion of ideas for business in Cupar started the day. Participants noted the variety of excellent independent business already here and raised ideas around growing the visibility and profile of existing businesses, improving walkability, and promoting Cupar as a market town. Potential actions included regular markets to support local farmers and crafts, event programs to complement Cupar's identity, and improve the connections between car parks and the town centre.



WORKSHOP 2: CONSERVATION & COMMUNITY

Groups discussed what they liked and disliked about Cupar. The beautiful historic architecture, medieval street pattern and the closes in particular are cherished. Less well liked is the lack of maintenance, and lighting and walkability issues. While good action is already underway with community engagement and ongoing improvements to shopfronts and gap sites, the groups identified actions to realise their bright ideas such as developing a strategy for signage and town gateways, creating character areas, repurposing County Buildings, and developing Ferguson Square and the green links through town. Other proposals included re-energising Lady Wynd and creating a social enterprise café in Haugh Park to act as a community hub.





NEWSLETTER #3

SATURDAY 19th MARCH

Building on the energy of yesterday's workshops Saturday saw another workshop and a session to start focusing on priorities for Cupar.

WORKSHOP 4: MOVING CUPAR

A busy workshop discussed ideas for transport and moving around Cupar. There was general agreement that there is a lot to like about moving around in Cupar including free parking, the compact and characterful centre, good transport links and active travel initiatives. Suggested opportunities included improving pedestrian access between the centre and train station, improving wayfinding through a signage strategy, and utilising streetscape and traffic solutions to manage traffic and prioritise pedestrians and cycles.

"this consultation is a great concept – don't let it stop here – people are excited by it"

– Workshop Participant

PULLING IDEAS TOGETHER

This session presented a number of the main ideas to have come out of the workshops so far, focusing on the spaces, buildings and connections that were identified to date:

Spaces: ATS & Ford Garage; Burnside; Mercat; Ferguson Square; Short Lane; Lady Wynd; the Closes.

Buildings: Haugh Park toilet building; County Buildings; Provost Wynd; Inner Court; the Station.

Connections: Cupar Active Travel Routes; Pedestrian crossing points; Pedestrian bridge link to the station; Signage and wayfinding.



A lot of good discussion happened around the relative merits of the proposals and their achievability. Potential partners and leaders for taking ownership of ideas were also identified.

"I think there's a huge opportunity for dialogue as we move forward"

– Workshop Participant

Participants chose a preferred selection of ideas to be presented through visualisations tomorrow, although all ideas continue to be open for exploration. Consideration was also given to the articulating the overarching vision for Cupar. Sunday's exhibition will provide an opportunity for reviewing the progress made so far, view potential projects, and comment on the proposals that have been produced over the last few days.



Many people have dropped in to the Corn Exchange already to contribute their thoughts. Tomorrow provides another chance to have your say.

TOMORROW'S SCHEDULE

Sunday 20th March Do We Have A Plan?

Drop-in to view and comment between 2pm – 5pm.

LOOKING AHEAD

Thursday 21st April Feedback summit to put ideas into action. Corn Exchange 6pm – 8pm.

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NEWSLETTER #4

SUNDAY 20TH MARCH

Today provided an opportunity for an energetic and interactive review of the progress made over the last few days.

Do We Have A Plan? The Corn Exchange became an exhibition space displaying the community's ideas, proposals and comments for viewing and comment.



An ideas wall displayed all the main ideas distilled from the workshops, including the youth pre-engagement, displayed on one (large) worksheet.

"It's been a great process – anything that regenerates and promotes the town is excellent"

– Exhibition Attendee

Three town centre maps indicated the buildings, spaces and connections where opportunities for improvement had been identified. A chart of intangible initiatives to support and promote the town and the physical transformation proposals was also displayed. Residents contributed their comments and voted for their preferred priorities.



Aspirational visual representations of what some of the options could look like were also produced and displayed including close improvements; Lady Wynd beautification; and a café in Haugh Park. These will be available to view at www.cuparcould.com shortly. A short presentation and Q&A session allowed visitors to discuss further how these could inform the vision for Cupar town centre. An indicative logo embracing the town identity of a market town, with its meeting, greeting, families and co-operation and an array of potential slogans for Cupar were also displayed.



Next Steps The process so far has focused on exploring opportunities and priorities for Cupar's town centre.

"It's been excellent, and exceeded expectations; it shows that the Cupar community is really active and involved"

– PAS Volunteer

The next step involves refining the proposals and putting details for presentation at the feedback summit on 21st April. Please come along to help work out key responsibilities and identify the first steps we need to make the Cupar Town centre action plan a reality.

LOOKING AHEAD

Thursday 21st April Feedback summit to put ideas into action. Corn Exchange 6pm – 8pm.

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Appendix 7

Summary of workshop outputs

This appendix summarises the outputs from the business breakfast and workshops.

Business breakfast

The business breakfast was run as an informal discussion with around 12 local businesses present, aimed at understanding how the town centre performs currently as a location for business now, and how it could be improved in the future.

The main points raised were:

- Businesses are attracted to start up in Cupar. It is more affordable than St Andrews.
- There is a buoyant mood amongst most local businesses. New businesses include butcher, hairdresser and more service industries.
- Proactive marketing is important.
- Need to tap into local and Edinburgh markets.
- Events and open studios help bring business.
- Every little thing makes a difference!
- Roadworks and scaffolding need to be planned carefully to avoid multiple impacts and peak retail periods. Scaffolding for CARS/THI maintenance work will be a burden; the shorter time the scaffolding is up, the less trade businesses will lose.

The three subsequent workshops shared a common structure with a sequence of four facilitated discussions:

- What is Cupar town centre like now?
- What are you already doing to make it better?
- What else needs to happen?
- Have we missed anything?

In the following workshop summaries, suggestions which were taken forward into the final package of proposals are indicated in **bold text**.

Workshop 1: conservation and community facilities

This workshop explored how to best conserve Cupar's heritage, buildings and spaces, including how to support and improve community facilities in the town centre.

The proposals that emerged during the workshop were (not in order of importance):

1. Cupar town centre strategy that focuses on visitor **arrival points and signage** – sell the town's offer (There are some brown Visit Scotland signs for the town).
2. **Character areas/quarters** – distinct identities (Closes, Burnside, Haugh Park & Riverside, Eden Walkway, Artisan quarter).
3. **Gap sites** – Bonnygate, ATS (Castlehill gateway).
4. Short Lane Heritage Area (housing).
5. Deliver **CARS programme** and seek longer term approach.
6. **County Buildings** – improve entrance – just a corridor at the moment – weddings? Reception space?
7. Strategy for vacant buildings e.g. County Buildings – need to rethink St Catherine Street.
8. **De-culvert watercourse** – proposals exist: need to find funding
9. Closes – community consultation – CARS funding to implement initial proposals – seek additional funds.
10. Artisans quarter – feasibility study – physical potential.
11. Mobilise and find new talent in the town – make connections with wider community including outside town to help build capacity. Cupar Arts might be involved.

12. Re-design of **Ferguson Square** as vibrant multi use space – bring together local groups to discuss potential and develop brief.
13. **Crucial link to create wider green network:**
 - study needed
 - path improvement
 - bankside improvement
 - planting of trees
 - shared surface
14. Wider river management group.
15. **Bridge** for pedestrians to connect railway station to re-vitalise Ferguson Square.
16. **Restore & re-open iron bridge** – explore with Donald Fisher etc.
17. More planting in Cupar:
 - street trees well located at Bonnygate
 - landscape enhancement study for town centre (seek other precedents)
 - CDT/Community Council – discuss with Fife Council
18. **Lady Wynd** – traffic improvements to make more pedestrian friendly:
 - traffic study needed including Burnside, Newtown and Bishopgate
 - residents involved
 - possible shared surface, no parking
19. **Toilet block in Haugh Park** turned into Café Kiosk:
 - community development trust/youth enterprise
 - take forward with Fife Council
 - seasonal operation?
 - community café model?

Workshop 2: creativity and innovation

This workshop looked at opportunities for creativity and innovation within the town centre - how to give the town centre more buzz.

WHAT IS THE BEST? *Winters*

- [illegible]

- SUSTAINABLE CUPAR - ACTIVE TRAIL (CAT)
- EAT ARE MAKING REPRESENTATIONS TO FIRE COUNCIL RE LAYOUT OF NEW ESTATES & PRIORITY OF PROTECTIANS.
- IMPROVEMENTS TO KERR CROFT AT CRIBBATE

- EXTENSION OF BUS SERVICE / TRAIN SERVICE (TH ADDRESS RUNDAY)
- ELECTRIC BUS SERVICE / REGULAR LOOP
- PERMEABILITY FOR PED / CYCLISTS DESIGNED INTO NEW CITIES
- OVERALL TC CYCLE STRATEGY.
- TACKLING KEY HOTSPOTS OF ROAD PUBLIC REVENUE - E.G. JARDIN MATTE (SHARED SURFACE).
- WAYFINDING, ENTRANCE MARKING
- BUT COULD STILL BE IMPROVED.



WHAT ARE YOU ALREADY DOING?

- PROMOTE AND RE-VAMP THE CUPAR HERITAGE TRAIL LEAFLET IN PAPER AND E-FORMAT
- CUPAR ACTIVE TRAVEL SUSTAINS BID
 - OUTLINE DRAFTED MAY 16
- SAFER DRIVER BEHAVIOUR (EIP AT SCHOOLS)
 - ↳ SCHOOL TRAVEL ACTION PLAN IMPLEMENTATION
- FREE PARKING ENCOURAGES LOWER TRAVEL TIME IN TOWN

WHAT ELSE WOULD YOU LIKE TO DO?

- ① DEVELOP A SNIENAGE STRATEGY
- RE-DO THE TOURIST MAP
- CO-OPERATION BETWEEN ORGANISATIONS
- TRANSFORMING BUS AT TRAIN STATIONS
- KEEP FINE (CAR PARKING)
- CROSSWALK - MAKE PEDESTRIAN SPACE
- WALK MORE / BICYCLE CONNECTIONS ANDERSTOWN
- BRIDGE FROM TRAIN STATION ACROSS RIVER TO TOWN CENTRE
- PRIORITY WALKING / CYCLING OVER CARS ON
- WALKING BRIDGES IN TOWN CENTRE
- BALANCE FOR PEDESTRIAN / BICYCLE

Lines

- FREE
2/17/16
KIMBLE

- THE ACTING
DIRECTOR

2. 1940-1941

- 

QUICK INFO
 100% COTTON T-SHIRT

BUDGET CHALLENGES

- ⑪
 ② + ③ + ④
 ⑤
 ⑥
 ⑦

IN AN IDEAL WORLD
in the next 5-10 years

- ⑥
- ⑦ PROFESSOR
for ~~many~~ many students
- ⑧ 2 books
Extensive read
Teach Plan
- ⑨

The proposals that emerged during the workshop were (not in order of importance):

1. **Ferguson Square** – café/seating/events/edible planting/markets (short term).
2. High speed internet, free Wi-Fi (short term).
3. County Buildings – public use/workspace/arts hub (short term).
4. Audit of vacant property (short term).
5. **Lady Wynd:**
 - Shared space
 - Close through route for vehicles except deliveries
 - Widen pavement
 - Remove parking
 - Make more attractive to go down
6. **Inner Court** proposals – live/work units, creative industry hub.
7. Make use of **links and key destinations:**
 - Possible public art trail
 - Linking to wider countryside routes
 - Route planning needed; waymarking and hub needed
8. **Social enterprise hub:**
 - Conversion of Haugh Park toilets
 - Possible bike and canoe hire/fixing spot - hub for active travel
9. Cost of venue hire (e.g. Corn Exchange) is a challenge for community groups and social enterprises.
10. **Street café culture:**
 - Review byelaw to allow tables and chairs outside cafes?
 - Power supply
 - Pop-up stall
11. Simple, highly visual **leaflet and map/noticeboard** with shops shown so people can find all that exists:
 - A business listing/Cupar offer listing – widely distributed

12. As a visitor – **signs** for cars, but should be signs for pedestrians – help find the shops e.g. Lady Wynd & other assets.
13. **Cross** is heart of town – reduce dominance of vehicles but possible gathering space to address lack of town square.
14. Join greenspaces to make pleasant green **loop routes**.
15. **Burnside** – create focal point.
16. Public art strategy - possible **public art trail**.
17. **Active travel routes**.
18. **Creative identity** - build on medieval character?
19. **Food and drink**.
20. Low carbon district heating.

Workshop 3: moving Cupar

This workshop was for anyone with ideas about how to make the town centre more accessible and easier to get around.

The proposals that emerged during the workshop were (not in order of importance):

1. Make town centre more **pedestrian friendly** – short term and longer term measures:
 - Locations of pedestrian crossings, e.g. outside the Corn Exchange.
 - Width of road crossings for pedestrians, e.g. Crossgate.
 - More pedestrian space, e.g. Crossgate.
 - Prioritise walking/cycling over cars on some streets.
 - Movable bollards for residents/vans.

2. Better **pedestrian connection between town centre and railway station:**
 - Bridge from train station across river to town centre.
 - No agreement on whether it is a priority.
 - If better connection between train station and town centre then bus stops could serve both.
3. **Transport hub at train station:** cycle storage/hire, showers, car recharging etc.
4. Overall town centre **cycle strategy**.
5. Develop a **signage strategy:**
 - Arrival points
 - Wayfinding.
 - Destinations – centre/closes etc.
6. Re-do **the tourist and heritage map**. Possible coordination between organisations?
7. Tackling key hotspots of **poor public realm** – e.g. Lady Wynd (shared surface suggested).
8. Extension of bus service/train service (to address Sunday and late services).
9. Electric bus service/regular loop.
10. Proposed northern relief road may create further opportunity to reduce cars.
11. Permeability for pedestrians/cyclists designed into new estates.
12. Keep free car parking.



Appendix 8

Feedback event presentation display boards

A Vision for Cupar...




Creative commercial heart
of North East Fife

A good place to grow up
and put down roots

Sustainable market town
for the 21 st century

In Order to...



Give more reasons for
local families to visit
town centre



Enable people to
move around more
easily by foot and bike



Generate more
footfall

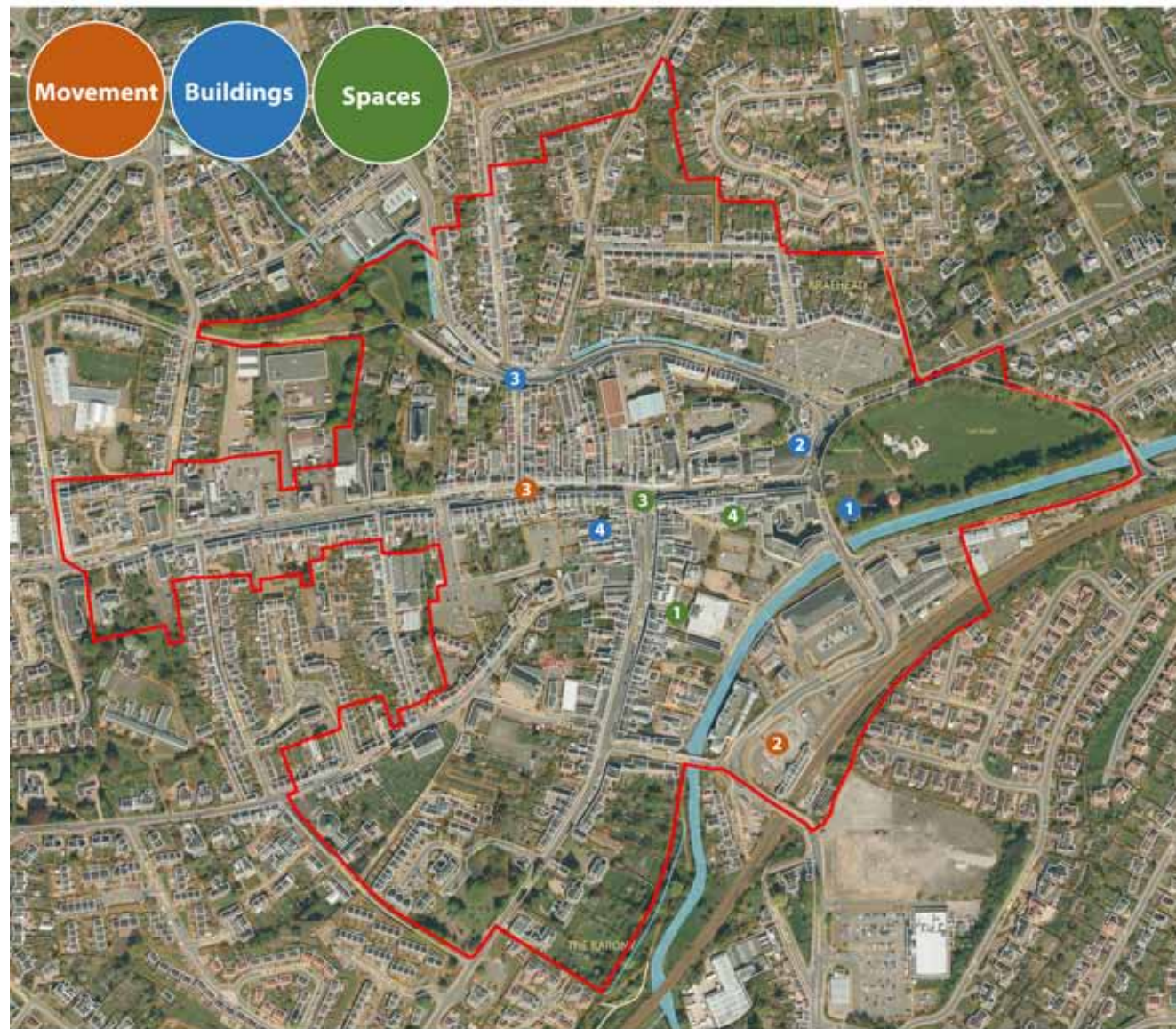


Encourage
business activity &
investment

Action Areas...

| | Walking friendly | Family friendly | Youth friendly | Visitor friendly | Business friendly |
|------------------------------|---------------------|--------------------|-------------------|---------------------|----------------------|
| Signage & interpretation | ✓ | ✓ | | ✓ | ✓ |
| Evening ambience & lighting | ✓ | ✓ | ✓ | ✓ | ✓ |
| Develop brand & identity | ✓ | ✓ | | ✓ | ✓ |
| More events & promotions | | ✓ | ✓ | ✓ | ✓ |
| Spruce up buildings & spaces | ✓ | ✓ | ✓ | ✓ | ✓ |
| Pedestrian & cycle priority | ✓ | ✓ | ✓ | ✓ | |
| Better disabled access | ✓ | ✓ | ✓ | ✓ | ✓ |
| Remove street clutter | ✓ | | | ✓ | |
| Anything missing? | | | | | |





Collaborative Projects

It's impossible to do everything with limited resources. A number of priority projects emerged through the charrette. Each will need collaborative action across a number of organisations.

- 1 Walking / cycling network: Sustainable Cupar's Active Travel map
- 2 Station to town centre
- 3 Bonnygate at top of Lady Wynd
- 4 Heritage trail signage & map reprint
- 5 Signage & interpretation
- 1 Haugh Park toilets conversion (cafe / popup cinema) & Park improvements
- 2 ATS/Ford site redevelopment
- 3 Burnside
- 4 'Inner Court' affordable housing/business units
- 1 Ferguson Square
- 2 Public art interventions: temporary and permanent
- 3 Crossgate: small improvements
- 4 Closes: Bobber Wynd pilot to illustrate potential



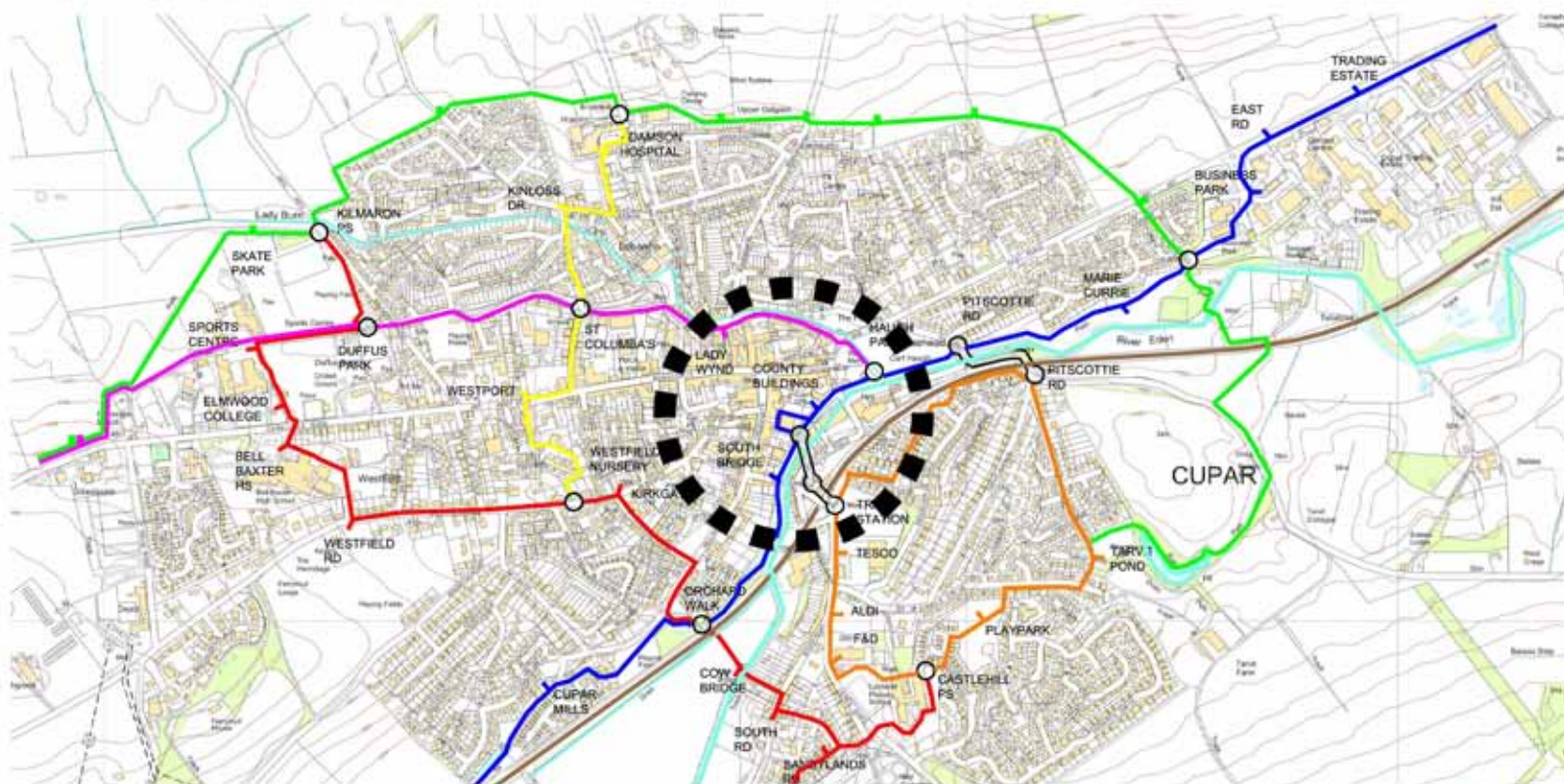
Movement

Buildings

Spaces



- 1 Walking / cycling network: Promoting / facilitating routes identified in Sustainable Cupar's Active Travel map within the Town Centre





2 Station to town centre



A Within Train Station way finding to be enhanced for people arriving in to Cupar by train. Pedestrian route within car park to be visually and materially connected across road to footpath along northern side of Station Road. Footpath widened and material change to visually demarcate pedestrian priority. Within car park bus shelter could be upgraded to incorporate town information and way finding assistance.

B Road profile narrowed to increase pavement width sufficient to incorporate street trees and enhanced pedestrian route. Trees help to spatially contain road and space around station, creating a gateway feature in to Cupar from the south, whilst adding to quality and character of the street and space.



C Eastern extension of station car park to be enclosed with soft landscape to reduce spatial openness of Station Road and provide a visual frame to Station and approach in to Cupar from south.

D Station Road to be changed in terms of materials and surface treatment to visually shift priority from vehicles to pedestrians. New surface treatment to be reinforced by adjustment of road corridor to give a wider pavement to the north of Station Road and widening the existing controlled crossing point.

E Existing pavement to be re-surfaced to enhance way finding from Train Station to Cupar Centre, providing a visual guide to visitors and residents alike. Path to potentially connect with crossing over River Eden up to Ferguson Square.





3 Bonnygate at top of Lady Wynd

A Car parking bays to be integrated better in to pavement profile, along with street trees to punctuate street, improve character and potentially change driving habits and perception of street users.

B Bonnygate Road is visually and physically layout and alignment complex and distorted. Bonnygate Road to be reviewed and re-designed as a street for mixed use and movement. Potential removal of pedestrian island and inclusion of enhanced controlled pedestrian crossing (including change of materials, wider crossing point etc) would assist in re-balancing vehicular / pedestrian profile of street.

C Re-design of road and street will present opportunities to increase pedestrian footpath, including potential for safe spill-out areas.

Potential to upgrade and improve shop frontages, and incorporate additional closes within Cupar Up Close strategy / proposals.



D At present kerb, bollards, boxes, lighting and railings (street furniture) clutter and detract from street, impeding movement and comfort of pedestrians. Strategic / detailed review required to rationalise and coordinate street furniture.

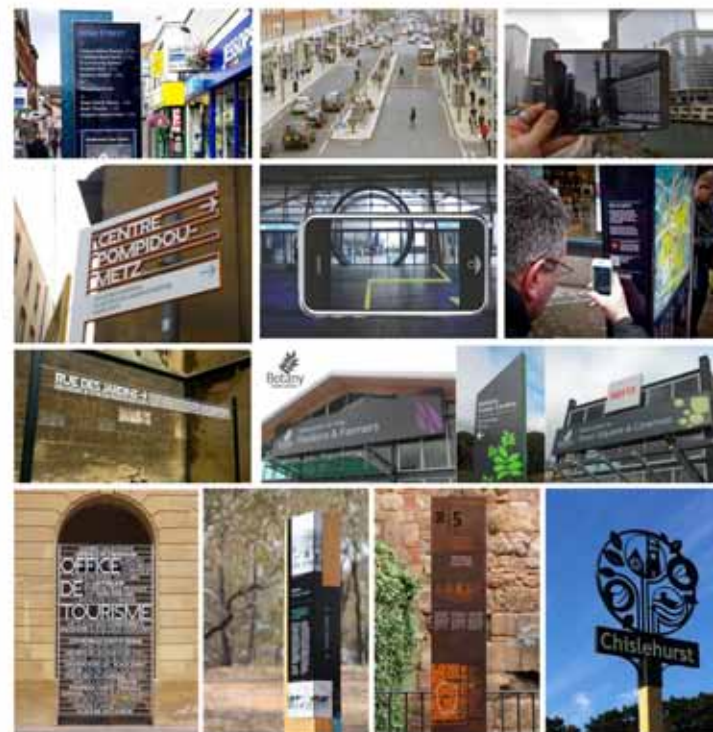
E Right turn from Bonnygate heading west to be removed as currently creates conflict between vehicles and pedestrians. Reduction of road width will achieve this and simplify movement along Bonnygate.

F Lady Wynd is currently cluttered with parked cars and does not fulfil potential as street space or connector to Burnside from Bonnygate. Parking along Lady Wynd to be addressed and street surface to be changed to realise shared surface character and use.



5 Signage & Interpretation

- Rationalisation of signage / remove clutter
- Focus on small-scale signage for visitors
- Make more use of closes to connect car parks to town centre
- Incremental implementation





1 Haugh Park toilets conversion (cafe / popup cinema) & Park improvements



Existing toilets in Haugh Park provide opportunity for alternative facilities and events for children, youth and adults alike, such as a Pop-up Cinema or a youth cafe. Scottish Water pumping station will have to remain but a change of external cladding and roofing can address this issue, subject to discussions and permission from Scottish Water.

Improved crossing along A914, along with re-surfaced and re-aligned footpath will encourage connections and movement.



Re-surfacing of hard standing areas around toilet / pumping. Block will help to connect and encourage movement between the park and its facilities and the town centre. Improved connections with riverside walkway also to be considered.

Existing outdoor gym equipment to be retained (and enhanced) to allow for the inclusion and development of potential flexible events space including cinema, outdoor theatre and exhibitions.

Proposal to open up daylight existing converted section of Lady Burn.





2 ATS/Ford site redevelopment

A County Buildings to be re-emerged through programme and function. Frontage to be cleaned and made good with main street elevation providing potential for projections of art and story-telling light shown during festivals and events.

B ATS / Ford garage sites provide potential for new build / gateway space at key nodal point on to main street approaching from the east. Any development to be mindful of existing properties, views and character of place.



C Potential to re-engineer pedestrian crossings at Castlehill junction to enhance linkages to Haugh Park and Castlefield car parking.

D Footway at Castlehill junction to be extended and any potential new build to be pulled back to create a 'Gateway' space that elicits a sense of arrival at Cupar main street.

E Side street provides alternative link to church, hall and Boremyrie. Opportunity to enhance physical character of street through re-surfacing of land and opportunities for new landscape and potential artworks for 'Gateway'.





3 Burnside

Clean, repair and upgrade of building and shop frontages will visually enhance Burnside



C Lady Wynd is currently cluttered with parked cars and does not fulfil potential as street space or connector between Burnside and Bonnygate. Parking along Lady Wynd to be addressed and street surface to be changed to realise shared surface character and use. Building frontages to be improved to establish character of street.

A Potential to extend shared surface along Lady Wynd and into Burnside, shifting priority from vehicle to pedestrian. Roads to be incorporated in to shared space through material choice and alterations to layout to slow traffic and visually reinforce pedestrian priority. Potential introduction of tree stands will help to change space profile, narrow road and provide informal space for events and activities

B Road profile narrowed through incorporation of parking within footway / pavement. Materiality of road to be changed to provide visual signals to road users of change of place - entering in to core of Cupar

D Introduce street trees to provide additional amenity within the spaces along Burnside, while also subtly managing traffic speeds through the space by limiting forward visibility and narrowing the visual corridor for drivers

E Burnside is currently under used and under valued. The junction where Burnside North and East Burnside meet is a large well articulated space that is dominated by roads and traffic. Considered re-organisation of the space, along with some TLC (management) of the existing landscape and architectural features could realise a more dynamic space and potential activity space for future events and festivals. In addition Burnside currently has a number of established commercial businesses that would benefit from upgrading of frontages and rationalisation of public space, including enhancement of footpaths and hard landscape spaces.

4 'Inner Court' affordable housing/ business units



Cupar Development Trust proposals for affordable homes and business space (see separate boards for more information)





1 Fergusson Square



Potential to give entrance to Fergusson Square from Crossgate greater presence on the street through the introduction of wider footpaths. Disabled bay to be relocated one bay south.

Entrance to Fergusson Square is currently poorly demarcated and feels like a 'gap' in the street. Need to de-clutter frontage, removing bins, re-locating or adjusting position of CCTV, better coordination of street furniture and making entrance more welcoming. An event in itself!

'Gateway' feature to Fergusson Square will help to increase presence on street and identify space, reinforcing identity and increasing legibility of town centre.



'Gateway' feature to Fergusson Square will help to increase presence on street and identify space, reinforcing identity and increasing legibility of town centre.

Potential to improve character and sense of place through upgrading of shop frontages, greater 'inside-outside' conversation, and improved lighting provision.



Fergusson Square presents opportunities for spill-out spaces from cafe, seating and potential inclusion of stalls and stands during events and festivals.

Floor / ground plane of Fergusson Square to be improved and enlivened through the introduction of new paving, seating, lighting and seasonal planting. Opportunities for Cupar in Bloom.

Potential for greening Fergusson Square including the introduction of 'edible' planters.



3 Crossgate: Small Initiatives

Repair and rejuvenation works to historic buildings including external paint / render and associated colour palette. Any development to be based on existing maintenance and repair works.

Road width to be reduced along Crossgate to maximise pedestrian areas and public spill out space from shops and cafes.

Mercat Cross and Crossgate to be made more pedestrian / events friendly and less vehicle dominant. Traffic and Public Transport to be retained within the space but ground plane to be re-surfaced to provide a consistent materiality with minimal rise in kerbs and paving to demarcate traffic / parking areas and pedestrian areas.



Strategic review and rationale required for street furniture as currently cluttered streets and impedes movement and comfort of pedestrians.

Spill out space from shops and cafes to be increased along western side of Crossgate with car parking and road rationalised.

Street furniture within public spaces and along streets to be de-cluttered and better coordinated. To incorporate way finding strategy proposals.



4 Closes: Bobber Wynd pilot to illustrate potential



- Lighting
- Colour
- Signage / Wayfinding
- Public Art / Temporary Street Art
- Planting / Greenery
- Personalisation - give neighbouring occupiers the freedom to decorate / maintain close





Other Potential Collaborative Projects

Other projects were suggested during the charrette—perhaps not priorities, but worthwhile if opportunities present themselves.

- 1 Short Lane development site
- 2 Provost Wynd: old warehouse
- 3 More greenery and street trees
- 4 Enable access to Lady Inch playing fields
- 5 Play areas in restaurants/cafes
- 6 Redevelopment of former Police Station (young people's ideas)

Buildings

Action Plan

| | Short term 0-2 years | Medium term 2-5 years | Long term 5-10 years | Lead players | Support players | Opportunities for others |
|--------------------------|-----------------------------------|--------------------------|-------------------------|------------------------------|------------------------------|---|
| Haugh Park | Feasibility study/design, funding | Deliver | | Council, CDT, Scottish Water | Sustainable Cupar | Cupar Arts |
| 'Castlehill Gateway' | Design brief / masterplan | Phased delivery | Phased delivery | Council, owners | CDT | Cupar Arts, Cupar Heritage |
| Ladywynd & Burnside | Design, funding | Deliver public realm | | Council, owners | ABCD, CDT, Sustainable Cupar | Cupar Arts, Cupar in Bloom, FAB, Sustrans |
| Inner Court | Secure developer | | | CDT | Council, owners | Cupar Arts |
| Buildings colour palette | Agree palette, Suppl. Guidance | Ongoing delivery | Ongoing delivery | Council, CDT | ABCD, owners, tenants | Cupar Arts, Cupar Heritage |

Spaces

| | Short term 0-2 years | Medium term 2-5 years | Long term 5-10 years | Lead players | Support players | Opportunities for others |
|--------------------------------|-------------------------------------|--------------------------|-------------------------|-------------------------------|----------------------------------|---|
| St Catherine Street | Design, funding | Initial phases | Complete delivery | Council, CDT | ABCD, Sustainable Cupar | Sustrans, Cupar Arts |
| Ferguson Square | Design, funding, deliver | | | CDT, owners, tenants | ABCD, Council | Cupar Arts, Cupar in Bloom, FAB |
| Public art: pop up & permanent | Design, funding, deliver | Ongoing delivery | Ongoing delivery | Cupar Arts, CDT | ABCD, Council, Sustainable Cupar | |
| Mercat Cross | Design, funding, programme activity | Ongoing delivery | Ongoing delivery | ABCD, Council, CDT | | Cupar Heritage |
| 'Closes' pilot: Bobber Wynd | Design, funding, initial delivery | Complete delivery | | Council, CDT, owners, tenants | | Cupar Arts, Cupar Heritage, Cupar in Bloom, FAB |

Movement

| | Short term 0-2 years | Medium term 2-5 years | Long term 5-10 years | Lead players | Support players | Opportunities for others |
|---------------------------|-----------------------------------|--------------------------|-------------------------|---------------------------------------|-------------------------|---|
| Walking & cycling network | Design, funding | Initial phases | Complete delivery | Council, Sustainable Cupar | CDT | Cupar Arts, Sustrans |
| Station to town centre | Design, funding | Initial phases | Complete delivery | Abellio, Council | ABCD, CDT, owners | Cupar Arts, Cupar Heritage |
| Bonnygate public realm | Design, funding | Deliver public realm | | Council, CDT | ABCD, Sustainable Cupar | Cupar Arts, Cupar in Bloom, FAB, Sustrans |
| Heritage trail / map | Review, reprint | | | the | Council | Cupar Arts, Cupar Heritage |
| Signage & interpretation | Design, funding, initial delivery | Complete delivery | | ABCD, Council, CDT, Sustainable Cupar | | Cupar Arts, Cupar Heritage |
| Town centre 'gateways' | Feasibility study, funding | Deliver | | Council, CDT | Sustainable Cupar | Cupar Arts, Cupar in Bloom, FAB, Sustrans |

Other Actions Needed

Getting buy-in from local stakeholders, including Fife Council & Community Council

Creating a mechanism for collaborative delivery

Build & co-ordinate local capacity

Seek funding

Marketing for Cupar

Programming roadworks, events & activities

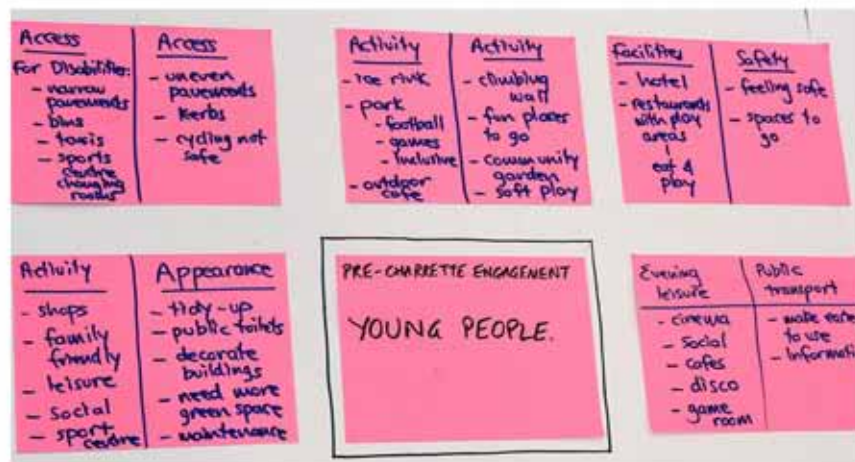
Keeping young people involved

Keep the momentum!

Don't forget **young people...**

...and here are
some of their
ideas

Walking/cycling network
Outdoor Cafe
Popup cinema
Tidy-up
Decorate buildings
Access to Lady Inch
Family friendly
Restaurants with play areas
Former Police Station



Other vital **ongoing** work

Many other projects are being taken forward by individual community groups and their vital contributions should be acknowledged:

| | |
|--------------------------------|-------------------------------|
| ABCD | Cupar Heritage |
| Churches | Cupar in Bloom |
| CARS / THI | Cupar Rotary |
| Cupar Arts | Cupar Y |
| Cupar Community Council | Farmers Market |
| C&NF Local Tourism Association | Fife Council |
| C&NF Preservation Society | Fife Open Studios |
| Cupar Christmas | Sustainable Cupar / FAB / CAT |
| Cupar Development Trust | and others |
| Cupar Fit Camp | |

For more information on how you can get involved in the future of Cupar please contact the Cupar Development Trust; see details right.



David Kirk



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www.cupardevtrust.org.uk
www.cuparcould.com



www.facebook.com/cuparcould



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