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1 Introduction

1.1 Purpose

The Kirkcaldy Area Transport Plan has been shaped by communities and Fife Council Roads & Transportation with other Council Services. The plan has been developed in consultation with the public and partners to improve transport in the area to support the vision of fair and sustainable access for all with a place-based focus.

The Area Transport Plan contains a place-based Action Plan to improve connectivity to enhance local places based on community input, subject to funding and agreements over the ten-year lifetime of the plan, until 2036.

The plan has been developed at a time of major re-development and investment in Transforming Kirkcaldy's town centre and waterfront. The focus of the Kirkcaldy Area Transport Plan is to support the wider transport requirements of the whole Kirkcaldy area, including all its places and communities, whilst complementing the emerging proposals in Transforming Kirkcaldy.

1.2 The Area

The Kirkcaldy area has around 60,000 residents, including the town of Kirkcaldy and surrounding settlements.

The Kirkcaldy Area covers the communities of:

- Auchtertool
- Burntisland
- Dysart
- Kinghorn
- Kirkcaldy Central
- Kirkcaldy East
- Kirkcaldy North
- Kirkcaldy West

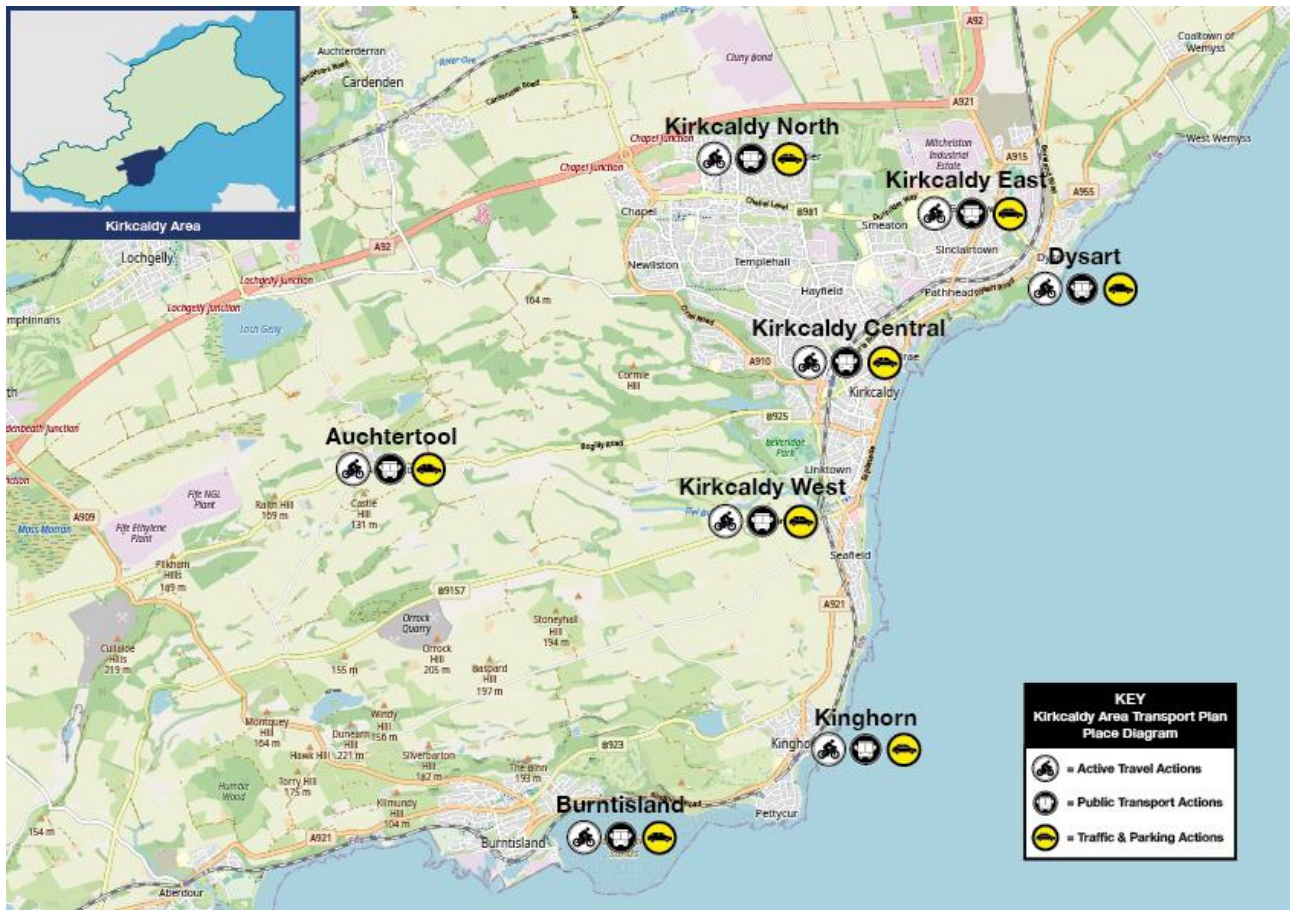


Figure 1 – Kirkcaldy Area

1.3 Contents of the Plan

The Kirkcaldy Area Transport Plan contains a Transport and Travel **Information Guide**. The guide is designed to assist communities to see transport opportunities that are available in the area and navigate to report transport issues and provide engagement opportunities. The Area Transport Plan also contains an **Action Plan** to improve connectivity to enhance local places based on community input, subject to funding and agreements. The information Guide is contained in Appendix A, and the place specific Action Plan is in Appendix B.

The community had been consulted on priorities for improvement in 2026 and the **results of public survey** are contained in this plan, with a summary of most recent results contained in Appendix C.

The Action Plan 2026-2036 includes a series of proposals to improve active travel, public transport and traffic & parking that aim to meet objectives that align with community priorities and the Fife Local Transport Strategy. Proposals will be subject to delivery constraints and may require the support of several partners but each case a route to delivery has been identified with a deliver lead organisation.

1.4 Methodology

The plan is backed by an extensive data and document review, including neighbourhood plans, and Local Place Plans has been designed to support the objectives of the Local Transport Strategy for Fife 2023-2033. An issues and objectives consultation paper were published as part of the February 2025 consultation. Detail of Objectives development and Local Community Plan alignment are shown in Appendix D.

The Kirkcaldy Area Transport Plan is part of higher level national and regional transport strategies. Fife's Local Transport Strategy 2023-2033 sets out the strategic objectives with the following priorities:

- Fair access to daily activities
- Safe and secure travel for all
- Just transition to net zero
- Transport network resilience

The Area Transport Plan aligns with the **Local Community Plan**, which has a focus on

People: Support with cost of living, Early Intervention and Prevention of Crisis , Local economy and Skills, and

Place: Support and Development of Town Centres and Waterfront, Sense of Pride, Identity and Safer Communities, Outdoor Places and Spaces

through:

- Opportunities for all
- Thriving Places
- Inclusive Growth and Jobs
- Community Led Services

Area Transport Plan actions may be adjusted if local community plan priorities change.

The timeline for the Area Transport Plan is a ten-year plan timeframe. Government policies may change but currently the following legislation is being planned for:

- Pavement Parking Ban, Transport (Scotland) Act, implemented 2025
- Sales ban on new petrol or diesel cars and vans in 2030/35

The report has focused on the transport movement themes of **active travel (moving around by walking, cycling or wheeling), public transport and traffic & parking** that form a part of supporting successful places as defined in the local living framework of Scottish government planning guidance.

2 Community Priorities for Transport

2.1 Establishing Transport Priorities

Kirkcaldy area communities transport priorities have been used to develop Area Transport Planning objectives.

The evidence for community priorities has been taken from community-led plans and LTS public consultation feedback from 2021 and 2023. The local area objectives align with Fife-wide LTS objectives. The objectives were verified by responses to the first Area Transport Plan consultation in 2026.

2.2 Consultation

A community consultation was held in February 2026 and the area transport plan objectives were shown to have support from survey responses. A combined strongly agree or agree levels to objectives is shown in brackets below, taken from 202 survey responses. The community responses validate earlier Local Transport Strategy consultations and have helped shape the area transport plan and action plan. In addition, there were 38,603 views and 285 Link clicks on social media related to the first consultation.

2.3 Area Transport Plan Objectives

Moving Around (Active Travel – Walking, Wheeling and Cycling):

AT1: Encourage travel to everyday activities by more walking, wheeling and cycling (72%)

AT2: Improve walking and wheeling accessibility in towns and villages (79%)

AT3: Work to meet demand for new walking and wheeling or cycling routes (71%)

AT4: Improve people's feeling of safety when walking and wheeling or cycling (83%)

AT5: Maintain active travel facilities condition and availability (85%)

Public Transport (Bus and Train travel):

PT1: Work with partners to increase access to key daily activities by public transport (89%)

PT2: Work with partners to increase the affordability and attractiveness of bus travel (88%)

PT3: Increase bus infrastructure, that meets modern accessibility standards (93%)

PT4: Work with partners to reduce emissions from buses (76%)

PT5: Maintain public transport infrastructure condition and availability (91%)

Traffic & Parking (Cars and Commercial vehicles):

T&P1: Work with partners to reduce road deaths and serious injuries (88%)

T&P2: Contribute to an increase in footfall in town centres (85%)

T&P3: Enable the fair roll-out of electric vehicle charging infrastructure (60%)

T&P4: Maintain current transport network road condition and availability (81%)

The Electric Vehicle Charging Objective T&P3 had the most non-opinion respondents (27%) that neither agreed nor disagreed with the objective, however as shown 60% agreed or strongly agreed with it. There was no change to the objectives in response to consultation feedback as most people agreed with them and there was no consistent reason for disagreement.

A synopsis of top themes of written feedback from the Feb 2026 public consultation is contained in the Tables below.

Active Travel
• Need a joined-up cycle network • Secure bike parking • Better maintenance of cycle lanes and paths • Would like cycle routes separate to cars. Safer for children • Want better cycle paths and footpaths connecting places • New developments should be designed for and encourage active travel • Better lighting on footpaths • Suitable active travel changing facilities at workplaces/school • Improve cycle training • Improve signing of cycling routes to make them more obvious

- Provide more dropped kerbs to improve access for mobility scooters

Public Transport

- Public transport affordability
- Real time bus timetable information online and in person at stops
- Tackle antisocial behaviour on public transport
- Frequency of public transport can be an issue.
- Limited direct bus routes to major towns and to Park and Ride sites
- People who don't drive are restricted
- Electric public transport should be invested in
- Timetables should be coordinated between rail and buses
- More reliable trains and buses
- A ferry from Kirkcaldy to Edinburgh
- Burntisland train station accessibility needs improved
- Cross company bus/rail tickets
- No direct bus routes to Halbeath P&R from Burntisland & Kinghorn
- Better services to rural areas and villages
- Direct rail service to QM Hospital from Kirkcaldy
- Later train services to / from Edinburgh
- Improve bus access for disabled users
- Potential Park and Ride site at Chapel interchange

Traffic & Parking

- Roads need to be in better condition
- Issues with Traffic Calming
- Electric car charging infrastructure needs improved
- Home EV charging option for those without driveways
- Car free zones at areas like schools
- Kirkcaldy High Street pedestrian zone has split opinions
- Better maintenance to help reduce flooding
- Improved parking at health and leisure facilities
- More parking enforcement particularly at schools during start/finish times
- More speed enforcement at schools & residential areas
- Blanket 20mph speed limits have split opinions
- Enforcement of illegal e-scooters and modified e-bikes
- Review taxi ranks in Kirkcaldy to reflect current demand

A final public and stakeholder consultation was held in September 2026. A summary of results from the September 2026 survey are shown in Appendix C.

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3 Action Plan Development

3.1 Introduction

An action plan has been developed by identifying options, appraising those options, and setting out active travel, public transport and traffic & parking actions by place, time, and delivery lead.

The action plan is set out by Kirkcaldy town ward area or settlement to focus in on local communities and places. The detail of the actions is shown in the Action Plan tables in Appendix B. Some measures cross ward boundaries and therefore appear in several tables.

Implementation will be subject to available resources, but an approximate timeframe has been given for delivery of measures based on the following criteria:

- Short term, 1-2 years
- Medium term, 3-5 years
- Long term, 5-10 years

Measures may be undertaken by Fife Council, partners or private developers, and an indication of the delivery lead owner of the measures has been given in the Action Plan tables. The following organisations or teams have been identified as leading interventions:

- | | |
|----------------------|--|
| • ST&P | Fife Council Sustainable Transport and Parking |
| • PT | Fife Council Passenger Transport |
| • RNM | Fife Council Roads Network Management |
| • Structures | Fife Council Structural Services |
| • GM | Fife Council Grounds Maintenance |
| • TCED | Fife Council Town Centre Economic Development |
| • Planning | Fife Council Planning Service |
| • CN | Fife Council Communities & Neighbourhoods |
| • PS | Fife Council Protective Services |
| • FBP | Fife Bus Partnership (6 partners) |
| • FCCT | Fife Coast & Countryside Trust |
| • Walking Scotland | National walking and wheeling charity |
| • Police Scotland | Policing across Scotland |
| • Transport Scotland | Scottish Government National Transport Agency |
| • Network Rail | Public body that controls railway infrastructure |
| • Developer | Private Developer |
| • Commercial | A commercial enterprise or service |

Further information about lead organisations is contained at the end of this section.

3.2 Option Identification

Option identification and development has been undertaken from existing sources that were available at the time of writing, such as Neighbourhood Plans, Local Place Plans, community feedback, engagement with Schools, Local Development Plan Strategic Transport Assessments, Bus Priority Studies, Active Travel Strategy network development, approved planning agreements and third-party operations with an involvement in the Kirkcaldy area. Options were not restricted to council funded projects as the Council does the best it can with the resources that it has available but only by partnering and seeking support from other organisations will there be major transport improvements. Details of the option development process are shown in Appendix D.

Public feedback has indicated that the council should focus on its core obligations, and to this end the business-as-usual elements of maintaining and looking after communities' local transport facilities and services have been reflected in common actions applicable to all places. These have been enhanced by initiatives to better check that basic facilities are being maintained and are to an acceptable accessibility standard.

These common actions are the core functions that support movement in and around communities, and in so doing supporting people and place with the priorities of Cost of Living, development of the town centres and Waterfront, sense of pride, identity and safer communities, outdoor places and spaces.

3.3 Option Appraisal

All actions have undergone an options appraisal and support one or more of the Kirkcaldy Area Transport Plan objectives and Local Transport Strategy priorities, and have been reviewed against Feasibility, Affordability and Public Acceptability.

The measures in the action plan are set out by local place. There is a focus on the key place-making support to connected movement by Active Travel (Walking, Wheeling and Cycling), Public Transport (Bus and Train), Traffic and Parking (Cars and Other vehicles) for each place. These actions have been selected to support local living, in conjunction with other actions in the community with people at the heart of all decision making.

Kirkcaldy Area

KEY
 Kirkcaldy Area Transport Plan
 Place Diagram
 (Numbers relate to Action Plan Table
 numbers in this document)

- Active Travel Actions
- Public Transport Actions
- Traffic & Parking Actions

The measures will also be translated onto a GIS Map for detailed locational review. Extents of completion will be subject to delivery lead capacity and annual funding constraints.

3.5 Place Priorities

In relation to Active Travel and priorities for actions on walking these will mirror the established priorities for winter gritting of footways, as follows:

Priority 1: Main town shopping areas and around centres of high pedestrian usage e.g. pedestrian precincts, hospitals, clinics, main access routes to schools, sheltered housing, residential homes and day centres for the elderly. Main pedestrian routes linking transport interchanges – railways, bus stations etc.

Priority 2: Busy urban areas e.g. other shopping centres and around public buildings and other commercial areas not included within priority 1. Main pedestrian routes in major housing developments.

Priority 3: Rural and less used urban footways. Un-adopted footways and/or footways subject to construction consents.

Area priorities may have changes due to re-development, and community feedback including any community plan updates.

3.6 Planning Requirements

Developers are obligated to provide or fund transport improvements as part of planning applications where an impact to the public road network is identified, the road network requires improvement to accommodate the development or enhancements such as active travel routes are required through policy. The level of improvement is determined by the Planning Authority usually through assessment of submitted Transport Statements or Transport Assessments. Reference should be made to planning conditions or legal agreements associated with planning permissions for full details and can be found on the Fife Council Online Planning portal.¹

Footway and road improvements are subject to road authority approvals.

3.7 Common Actions - Kirkcaldy Town and Surrounding Settlements

There are several transport actions based on community priorities and consultation feedback, that are common to all places. These are shown in Table 1 - Table 3. Extents of completion will be subject to delivery lead capacity and annual funding constraints.

¹ Planning Portal <https://planning.fife.gov.uk/online/>

Table 1 - Active Travel Common Actions – All Places

Action	Measure	Timeframe	Delivery Lead
ATGen1	Carry out regular inspections and maintenance of walking, wheeling and cycling infrastructure.	On-going 2026-36	ST&P
ATGen2	Improve accessibility and personal security of key walking, wheeling and cycling routes, based on a programme of audits including requests.	On-going 2026-36	ST&P/ RNM
ATGen3	Carry out the Area Roads Programme (ARP) - Footway condition improvements planned annually	Annually	RNM
ATGen4	Audit and Implementation of the Active Travel Network (ATN) in the area based on the Fife Active Travel Strategy (ATS) - subject to approval and funding.	On-going 2026-36	ST&P

Table 2 - Public Transport Common Actions – All Places

Action	Measure	Timeframe	Delivery Lead
PTGen1	On-going annual review Fife Council-subsidised bus services to improve route coverage, frequency and operating hours	Annually	PT
PTGen2	Improve accessibility and personal security at key bus stops and interchanges across Kirkcaldy, based on a programme of audits.	On-going 2026-36	RNM
PTGen3	On-going work with transport providers to improve bus/rail integration through timetabling and the Fife Bus Partnership - focus on rail stations.	On-going 2026-36	PT

Table 3 - Traffic & Parking Actions - All Places

Action	Measure	Timeframe	Delivery Lead
T&PGen1	Carry out routine inspections and repair programmes to maintain the condition of roads	On-going 2026-36	RNM
T&PGen2	Carry out the annual Area Roads Programme (ARP) - planned road condition, lighting and traffic management improvements	Annually	RNM
T&PGen3	Carry out parking enforcement - for example on double yellow lines and other restrictions. The Pavement Parking Ban was implemented from 1 September 2025, assessment of exemptions is ongoing.	On-going 2026-36	ST&P

Place specific actions are shown in Table 4 to Table 27 in Appendix B for Kirkcaldy area settlements. Each place has a series of Active Travel, Public Transport and Traffic &

Parking actions identified. Extents of completion will be subject to delivery lead capacity, necessary approvals and annual funding constraints.

3.8 Strategic Transport Routes and Services

There are several strategic transport routes and services that serve and cross through the Kirkcaldy area, with individual active travel, public transport or traffic & parking projects that have been identified in the tables in Appendix B.

Active Travel:

There is a future proposed Active Travel Network within Kirkcaldy and connecting to other parts of Fife that has been developed through the Fife Active Travel Strategy. The National Cycle Network Routes NCN766 runs through the Kirkcaldy area from Dunnikier to the Esplanade and NCN76 runs from the Esplanade to Kinghorn and Burntisland, connecting to Thornton/Glenrothes and Aberdour. The Fife coastal path is maintained by FCCT, running from Dysart to Burntisland and connects with West Wemyss and Aberdour.

Public Transport:

Longer distance bus services to other parts of Fife, as well as longer distance coach and train services connecting to the cities of Dunfermline, Perth, Dundee, Edinburgh, and Glasgow are operated by bus and rail companies. The Kirkcaldy Bus station, and rail stations, Kirkcaldy, Kinghorn and Burntisland act as strategic transport hubs for longer distance travel to and from the Kirkcaldy area.

Traffic & Parking:

The A92 trunk road strategic corridor, owned and operated by Transport Scotland, is the key strategic road connection between Dundee and Dunfermline. The A92 runs along the northern boundary of the Kirkcaldy area with access junctions at Chapel Junction and Redhouse Roundabout.

Ports and Harbour:

There are a number of harbours and ports in the Kirkcaldy area providing strategic waterborne connections to the Kirkcaldy Area. Dysart Harbour is a harbour for primarily leisure craft. There is a commercial Port operated by Carrs Flour/Forth Ports at Kirkcaldy Inner Dock for bulk shipping. Kinghorn Harbour is a harbour for primarily leisure craft. Burntisland has a commercial port operated by Forth Ports.

4 Action Plan Delivery

4.1 Lead Delivery Organisations Information

Fife Council works across its services and with partners to enable effective and connected transport networks to support access to services, jobs and green space to support communities and places. Transport Networks in Kirkcaldy area include walking, cycling and wheeling, public transport, traffic and parking. The following listing gives information on the role of each delivery lead with a mission statement or description of key departments.

- **ST&P, Fife Council Sustainable Transport & Parking**
 - **Sustainable Traffic & Travel** - We encourage everyday journeys and want to make it easier for people to travel around safely and efficiently. This includes improved walking and cycling routes.
 - **Road Safety & Travel Planning** - School travel plans are simply a list of actions that a school agrees and commits to undertake to reduce the barriers to active travel for as many staff, pupils and parents as possible. Here in Fife, the plan is developed and delivered by schools and supported by a dedicated travel plan team.
 - **Car Parking Strategy & Operations** - Fife Council provides both on and off street parking for public use. We maintain a register of public car parks that we own and try to ensure that there are enough short-stay parking spaces and quality Park-and-Ride facilities to enable people to gain ready access to town centres.
 - **Climate Change & Partnerships** – Along with our partners, we're committed to doing everything we can to help create a safer and cleaner environment, including continuing to invest in greener travel options. Fife Council is a partner in the South of Scotland Electric Vehicle (EV) Charging Strategy that is a coordinated, region-wide approach to delivering and operating public EV charging infrastructure across eight council areas.
- **PT , Fife Council Passenger Transport** - Fife is served by an extensive and demand responsive transport network. Most bus services in Fife are provided on a commercial basis. The Council subsidises around 10% of the network, mainly in the evening/weekends but also in many rural areas. These routes carried 2.3 million passengers in 2019.
- **RNM , Fife Council Roads Network Management** -Transportation Services is responsible for inspecting reported road defects and potholes and arranging any necessary repairs on the non-trunk, adopted roads in Fife. The following types of faults can also be reported by telephoning our contact centre:
 - Bus shelters
 - Drains

- Flooding
- Grit bins
- Gullies
- Potholes and uneven slabs
- Safety barriers and pedestrian guardrails
- Boundary fences
- Signs and bollards
- Street nameplates
- Temporary traffic lights (road works)
- Verges, trees and hedges
- Walls and embankments
- Winter maintenance
- **Structures , Fife Council Structural Services** - responsible for bridges, structures, flooding, shoreline and harbours.
- **GM , Fife Council Grounds Maintenance** - responsible for delivering high-quality environments by providing well-managed and carefully maintained parks, streets and open spaces.
- **TCED , Fife Council Town Centre Economic Development** - Business & Employability Services are responsible for developing initiatives to promote economic growth, enhance employability and supporting local businesses
- **Planning , Fife Council Planning Service** leads the Local Development Plan, the spatial strategy of Plan4Fife, and related planning policy. Supports place-based solutions with key stakeholders.
- **CN , Fife Council Communities & Neighbourhoods** - Communities and Neighbourhoods support integrated community services, community engagement and capacity building, community planning and anti-poverty work, community safety, community investment, projects and programmes and the development of community assets. The service also works in partnership to promote opportunities for learning, culture, sports, leisure and active communities.
- **PS, Fife Council Protective Services** - Our aim is to safeguard the community by promoting public safety and ensuring compliance with regulations through: Trading Standards, Environmental Health, Building Standards.
- **FBP , Fife Bus Partnership (6 partners)** The Fife Bus Partnership is working to improve the bus network across Fife, for residents, businesses, and visitors alike. The project aims to make it easier and more attractive to take the bus in Fife because at the moment, it is not as easy or convenient as we would like it to be. The Fife Bus Partnership is made up of:
 - Fife Council
 - Stagecoach
 - Moffat and Williamson
 - Bay Travel
 - SEStran
 - Bus Users Scotland

- **FCCT , Fife Coast & Countryside Trust** - The Fife Coast and Countryside Trust is an independent charity working with partners for a healthy environment that supports wellbeing and sustains the balance between people and nature. Spread across more than 65 sites, FCCT maintains the Fife Coastal Path, Fife Pilgrim Way, the Lomond Hills Regional Park, local nature reserves, and award-winning beaches.
- **TS , Transport Scotland** - The national transport agency for Scotland. We seek to deliver a safe, efficient, cost-effective and sustainable transport system for the benefit of the people of Scotland, playing a key role in helping to achieve the Scottish Government's Purpose of increasing sustainable economic growth with opportunities for all of Scotland to flourish.
- **Walking Scotland** (formerly Paths for All) - We are your national walking and wheeling charity. We're making walking part of people's everyday lives, for the short journeys and for the big reasons.
- **Developer , Private Developer** – Developers are obligated to provide or fund transport improvements as part of planning applications through Section 75 agreements. The level of improvement is determined by Fife Council Transportation Development Management - reviewing planning applications and permissions, enforcements and making decisions on local policies through its statutory duties through 2,200+ planning applications per year.
- **Police Scotland** - Our purpose is to improve the safety and wellbeing of people, places and communities in Scotland, focusing on Keeping People Safe in line with our values of integrity, fairness and respect and with human rights at the heart of everything we do. We run Community Speedwatch schemes in Fife.
- **Network Rail** - We own, operate, maintain and develop the railway infrastructure in England, Scotland and Wales. Our purpose is to connect people and goods with where they need to be. We support our country's economic prosperity and contribute to the objectives of the UK and Scottish Governments. Our role is to run a safe, reliable and efficient rail network and our vision is to deliver a simpler, better, greener railway for our customers and communities.
- **Commercial**, - a commercial enterprise or service being delivered by a private company.

4.2 Funding and Delivery

The actions in the action plan are community and development priorities to develop the Kirkcaldy area into a place with improving active travel, public transport, traffic and parking offerings with the vision of fair and sustainable access for all.

The lead organisations may not have the direct resources and funding identified to implement all actions at this time but by working together it should be possible over time and subject to local area and lead organisation approvals to take most actions forward

over the lifetime of the plan. Some actions may also be subject to traffic road order legislation where there is no guarantee of delivery.

4.3 Monitoring

All proposed measures are being placed on a geographic information system (GIS) to aid presentation of the measures for monitoring purposes.

Annual monitoring of progress on actions is expected take place as part of active travel, public transport, traffic and parking annual budgeting exercises.

Monitoring and support of LTS objectives will take place through the LTS monitoring programme of which the Kirkcaldy area will contribute.

[Local Area Transport Plans | Fife Council](#)

APPENDIX A: Transport and Travel Information Guide

Purpose: This guide is an outline tool signposting to transport and travel information for communities and stakeholders in Kirkcaldy. It is designed to encourage engagement and highlight where wider LTS actions are being undertaken. Links are correct at the time of development, August 2026.

Aim: The guide supports Community wealth building by enabling social benefit from identifying opportunities from local investment in transport network assets and operations.

The guide does this by highlighting opportunities for access and support for transport and travel for daily activities, commuting, leisure, tourism, events, retail and goods delivery and support fair sustainable access for all.

The guide outlines what transport and travel contributions are made by:

- Fife Council
- public sector bodies
- people/individuals
- third sector and private sector/social enterprise

Further information is available at the sources shown.

Active Travel - Walking, wheeling and cycling

For general information on active travel, such as routes available, getting started, support organisations, etc, please visit www.travelfife.com

For information on our current Active Travel infrastructure projects visit [Active travel policy and projects | Fife Council](#) or email: activetravel@fife.gov.uk

We will also be commencing an updated regime for inspecting and maintaining walking, wheeling and cycling infrastructure. A programme of accessibility audits is also being developed on key walking and wheeling routes, which is an action from the Local Transport Strategy.

Routes through Parks are maintained by Parks and Green spaces teams and any vegetation issues can be reported through a grounds maintenance enquiry.

<https://www.fife.gov.uk/kb/docs/articles/community-life2/parks,-allotments,-core-paths>

In addition, Fife Council has a Core Paths Plan that provides access throughout the area.

Access issues can be reported to outdooraccess@fife.gov.uk.

The Fife Coast & Countryside Trust also maintain country walks for you throughout Fife.
<https://fifecoastandcountryside.co.uk/>

We all want “a healthier and more active Fife where everyone can enjoy and experience the benefits of being more physically active”. Initiatives have been developed to encourage this by Active Fife. <https://active.fife.scot/about/active-fife>

Public Transport – Buses, Rail and Community transport services

Alongside our supported bus services, we provide **Go-Flexi** and **Fife Bus**, which provide on-demand bus services for some rural areas and for people who are not able to access mainstream passenger transport.

We also provide the **MyFife National Entitlement Card** which offers a range of concessionary travel schemes for people in Fife.

We want everyone to be able to access bus travel in Fife, and to know exactly what routes they can travel. The Council, in partnership with others have created our **Journey Planning Map**. This interactive map allows you to plan your journeys ahead of time.

For more information, visit the [Travel Fife](https://www.travel.fife.gov.uk) website or email travel.fife@fife.gov.uk

Bus Routes and Stops are shown on <https://www.cartogold.co.uk/fife/map.html>

Supported bus services reviews are undertaken regularly, based on customer surveys and feedback. There is a commitment in an action from the Local Transport Strategy to investigate bus service options contained within the Transport (Scotland) Act 2019, in particular the feasibility of local authority-run buses.

The Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 makes sure disabled persons can use taxis and private hire vehicles with confidence and without discrimination.
<https://www.fife.gov.uk/kb/docs/articles/business2/licences-and-permits-for-business/taxi-and-private-hire-car-driver-licences>

Traffic & Parking – Car Parks, Parking Support and Electric Vehicles

Details of all parking charges for the various parking places within Fife can be found on the [Car Parking Charges](#) web page. If there is a fault with a Pay & Display machine, please

use another machine within the car park. If you are unable to obtain a ticket, you must contact the parking supervisor prior to leaving your vehicle on 03451 551507.

Blue badge holders and motorcycles are free to park in any of our spaces without the need to purchase a ticket. For further information take a look at our [Blue Badge applications | Fife Council](#) page.

For more information visit the parking web pages.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/parking-and-car-parks>

There is also a commitment to review the Fife Parking Strategy through an action in the Local Transport Strategy for Fife.

In support of the Electric Vehicle (EV) transition, the public sector in Scotland has led the provision of charging infrastructure. Fife Council is a partner in the South of Scotland Electric Vehicle (EV) Charging Strategy that is a coordinated, region-wide approach to delivering and operating public EV charging infrastructure across eight council areas: Edinburgh, Clackmannanshire, Dumfries and Galloway, Falkirk, Fife, Midlothian, Scottish Borders, and West Lothian. Work will continue through 2026 to develop the partnership and secure a commercial delivery partner in a migration from Charge Place Scotland.

For further information contact us by email: travel.plan@fife.gov.uk or see

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/electric-vehicle-network>

Maintenance & Reporting – Roads and Footways

You can notify us of any road problems by using our [online Road Reporting Form](#). You can call us on 03451 55 00 11 from Monday to Friday, 8am to 6pm. In the event of an emergency, after 6pm, or at the weekend, please call 03451 55 00 99.

Please note that the Council are not responsible for the maintenance of the trunk road network (A92 and motorways). You can report defects to the Traffic Scotland Customer Care Line on 0800 028 1414.

We will also be developing a climate change adaptation action plan, setting out our approach to protecting the transport network from the effects of extreme weather. This is an action from the Local Transport Strategy. Winter maintenance including gritting information is undertaken on a priority basis.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/roads-and-pavements/road-maintenance/roads-and-gritting>

Road maintenance is carried out on a risk-based approach related to severity of carriageway defects and type of road. A programme of planned road improvements is

detailed in the annual Area Roads Programme.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/roads-and-pavements/area-roads-programme>

Maintenance & Reporting – Street Lighting

There are over 68,000 streetlights keeping 100 towns, villages, and major road junctions well lit across Fife.

Transportation Services are responsible for the repair of all street lighting faults. You can use a form to report non-emergency faults with streetlights, illuminated signs/bollards and permanent traffic signals.

<https://www.fife.gov.uk/services/form-pages/report-a-streetlight-fault>

Road and Pavement Safety

We want to keep the people of Fife safe on the roads. School Travel Plans and Bikeability Cycle Training are contributing to road safety for our young people.

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/roads-and-pavements/safety> or email: school.travelplans@fife.gov.uk

The Footway Parking Bill (Transport Scotland Act, 2019) was enacted on 11th December 2023.

Pavement parking is unsafe, unfair, and illegal. The **Transport (Scotland) Act 2019** bans pavement parking, double parking, and parking across dropped kerbs. Details of how the system is being implemented in Fife are available effecting: Parking on Pavements, Double Parking and Parking at dropped Kerbs

<https://www.fife.gov.uk/kb/docs/articles/roads,-travel-and-parking/parking-and-car-parks/pavement-parking-ban>

There is a commitment to review the Fife Council policy on speed limits, considering the emerging National Strategy for 20mph, through an action in the Local Transport Strategy.

Looking after our Communities – Safer Communities

Fife Council's Safer Communities team works to deliver community safety across Fife.

Community safety covers a range of issues including crime, antisocial behaviour, public perception of crime and safety in our homes and on our roads and to improve the local environment,

<https://www.fife.gov.uk/kb/docs/articles/community-life2/safer-communities>

Police Scotland also support local Community Speedwatch initiatives.

<https://www.scotland.police.uk/your-community/fife/>

Environment - Air Quality

Good air quality is essential for our health. It also helps to make Fife a pleasant place to live, work and visit.

If you would like to report a suspected air quality issue, you can email us at Duty.OfficerPPT@fife.gov.uk.

Actions in the Area Transport Plan support Air Quality Strategies and progress reports on air quality can be viewed online.

<https://www.fife.gov.uk/kb/docs/articles/environment2/environmental-health/air-quality>

Place Development – Living well locally

Living Well locally is the idea of connected communities, where people can meet the majority of their daily needs within a reasonable walk, wheel, cycle or short trip of their home. Measures to support living locally have been a consideration in this plan such as improvements to active travel, public transport and traffic & parking. These elements contribute to a nationally recognised local living framework and can be measured by a place standard tool used in community planning.

Any questions about Living Well Locally can be sent through by email to fife.devplan@fife.gov.uk

Planning service information can be found at:

<https://www.fife.gov.uk/kb/docs/articles/planning-and-building2/planning>

For the centre of Kirkcaldy details on the Transforming Kirkcaldy proposals can be found at [Transforming Kirkcaldy](#).

Making Kirkcaldy better now and for the future - We're working to transform Kirkcaldy and make it a better place for people, communities and businesses to thrive.

We are improving the town centre, waterfront, buildings and green spaces, working with local people to shape what happens next.

Community Say – Get Involved

Here you'll find links to information and advice about what's going on in Fife today as well as how we can all work together to improve our community.

<https://our.fife.scot/>

The Local Community Plan, and other information about Kirkcaldy can be found on the local area pages.

[Kirkcaldy Area | Our Fife - Creating a successful, confident and fairer Fife](#)

Local Interest - Community and Tourist resources

For information on Kirkcaldy as a destination, see the welcome to fife pages.

<https://www.welcometofife.com/destination/kirkcaldy>

[Burntisland in Fife.](#)

<https://www.welcometofife.com/destination/kinghorn>

Travel Plan Support for Businesses/Organisation

[Travelknowhow Scotland](#) help organisations across Scotland reduce commuting emissions and support more sustainable staff travel.

Travelknowhow Scotland is a free support service funded by Scotland's Regional Transport Partnerships and Transport Scotland. It provides employers with expert guidance, tools, and resources to develop and deliver effective, data driven workplace travel plans.

Community Projects assistance

There are organisations that can assist community groups with advice or grants. These include:

Walking Scotland <https://walkingscotland.org.uk/> ,

Kirkcaldy Area Transport Plan 2026-2036

The Walk Wheel Cycle Trust <https://www.walkwheelcycletrust.org.uk/>

Living Streets <https://www.livingstreets.org.uk/>

Planning Aid Scotland <https://www.pas.org.uk/>

Greener Kirkcaldy - Active Travel Hub Provides localised support, including cycle training, led walks, bike repairs, and e-bike opportunities.

<https://www.greenerkirkcaldy.org.uk/project/active-travel-hub/>

Fife Council Grants: Provides various community grants. Contact community.investment@fife.gov.uk or use the [Fife Funding Enquiry form](#).

Further updates at <https://www.facebook.com/fifefundingcommunity>

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APPENDIX B: Action Plan – Place Specific Actions

Key to Action timeframes:

- Short term, 1-2 years
- Medium term, 3-5 years
- Long term, 5-10 years

4.3.1 Auchtertool

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 4 - Active Travel Actions: Auchtertool

Action	Measure	Place	Timeframe	Delivery Lead
AT18	Auchtertool Primary School Review School Travel Plan	Auchtertool	Short	ST&P

Table 5 - Public Transport Actions: Auchtertool

Action	Measure	Place	Timeframe	Delivery Lead
PT7	Review if there is any role to expand Go-Flexi to rural areas that are less well served by public transport to access key local public transport interchanges or places. (Auchtertool)	Auchtertool	Medium	PT

Table 6 - Traffic & Parking Actions: Auchtertool

Action	Measure	Place	Timeframe	Delivery Lead
Refer to general actions common to all areas in Table 3				

4.3.2 Burntisland

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 7 - Active Travel Actions: Burntisland

Action	Measure	Place	Timeframe	Delivery Lead
AT2	Harbour Place Shared footway/path design and construction	Burntisland	Short	ST&P
AT23	Burntisland Primary School Review School Travel Plan	Burntisland	Short	ST&P
AT39	Visitor wayfinding signing	Burntisland	Short	CN

Table 8 - Public Transport Actions: Burntisland

Action	Measure	Place	Timeframe	Delivery Lead
PT4	Review public transport bus services with direct access to Edinburgh via Ferrytoll from Burntisland	Burntisland	Short	PT
PT24	Burntisland - Moffat and Williamson in discussion with Forth Ports on access / turning issues	Burntisland	Medium	PT/Forth Ports
PT2	Investigate the feasibility of a Cross-Forth passenger ferry service from Fife to Edinburgh, potentially within the same study as action PT1.	Burntisland	Long	ST&P
PT26	Burntisland Station - Partner assessment of future Station Accessibility improvements as an output of future investment by Scotland's Railways in new rolling stock, and decarbonisation of the service in accordance with the recommendations in Scotland's Railway's Railway for Everyone and Sustainable Travel to Stations strategies. Burntisland Station has been identified as a priority for consideration for accessibility improvement on the northbound platform. A Living Streets street audit has been commissioned by Scotland's Railway.	Burntisland	Long	NR

Table 9 - Traffic & Parking Actions: Burntisland

Action	Measure	Place	Timeframe	Delivery Lead
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T&P1	New EV charger at Beacon Leisure centre car park	Burntisland	Short	ST&P
T&P2	New EV charger at Links Place car park	Burntisland	Short	ST&P
T&P57	Review of Pavement Parking Ban Potential Exemptions Burnistland, Cowdenbeath Road (Meadowfield)	Burntisland	Short	RNM
T&P64	Undertake a detailed survey of Burntisland car parking issues, both off street and on-street.	Burntisland	Medium	ST&P

4.3.3 Dysart

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 10 - Active Travel Actions: Dysart

Action	Measure	Place	Timeframe	Delivery Lead
AT37	Planning Ref. 21/01278/FULL Continuous 3m wide footpath/ cyclepath connecting the footpath/ cyclepath network within the site to the footbridge on Berwick Place.	Dysart	Short	Developer

Table 11 - Public Transport Actions: Dysart

Action	Measure	Place	Timeframe	Delivery Lead
PT16	Investigate benefits of Bus Priority Fife East Coast Parking Restrictions CF402-A: Dysart Normand Road formalising parking with marked bays and the introduction of double yellow lines on Normand Road to reduce delays to buses, subject to funding.	Dysart	Medium	RNM/PT

Table 12 - Traffic & Parking Actions: Dysart

Action	Measure	Place	Timeframe	Delivery Lead
Refer to general actions common to all areas in Table 3				

4.3.4 Kinghorn

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 13 - Active Travel Actions: Kinghorn

Action	Measure	Place	Timeframe	Delivery Lead
AT5	Kinghorn Road, Kinghorn to Kirkcaldy Feasibility Investigation (design / land take) based on indicative Active Travel Network, exact route to be established.	Kinghorn	Short	ST&P
AT20	Kinghorn Primary School Review School Travel Plan	Kinghorn	Short	ST&P
AT60	Completion of route Burnside Path to Kinghorn primary school and A921 (Golf Course), subject to Common Good land agreements.	Kinghorn	Short	ST&P

Table 14 - Public Transport Actions: Kinghorn

Action	Measure	Place	Timeframe	Delivery Lead
PT5	Review public transport bus services with direct access to Edinburgh via Ferrytoll from Kinghorn	Kinghorn	Short	PT
PT27	Kinghorn Station - Partner assessment of future Station Accessibility improvements as an output of future investment by Scotland's Railways in new rolling stock, and decarbonisation of the service in accordance with the recommendations in Scotland's Railway's Railway for Everyone and Sustainable Travel to Stations strategies. Kinghorn Station has been identified as a priority for consideration for accessibility improvement on the southbound platform.	Kinghorn	Long	NR

Table 15 - Traffic & Parking Actions: Kinghorn

Action	Measure	Place	Timeframe	Delivery Lead
T&P3	New EV charger at Nethergate car park	Kinghorn	Short	ST&P

4.3.5 Kirkcaldy Central - including Balsusney, Bennoch, Hayfield, Linktown, Town centre, Wemyssfield

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 16 - Active Travel Actions: Kirkcaldy Central

Action	Measure	Place	Timeframe	Delivery Lead
AT3	Nicol St & Charlotte St Shared footway/path design and construction, associated with AT4.	Kirkcaldy Central	Short	ST&P
AT17	Balwearie High School Review School Travel Plan	Kirkcaldy Central	Short	ST&P
AT19	Dunnikier Primary School Review School Travel Plan	Kirkcaldy Central	Short	ST&P
AT21	Kirkcaldy West Primary School Review School Travel Plan	Kirkcaldy Central	Short	ST&P
AT26	Kirkcaldy North Primary School Review School Travel Plan	Kirkcaldy Central	Short	ST&P
AT49	Extend coverage of decorative festoon lighting on the Esplanade to make the location more attractive at night at the Basin car park (Esplanade D car park).	Kirkcaldy Central	Short	CN
AT44	New Kirkcaldy Cycle Map	Kirkcaldy Central	Short	Greener Kirkcaldy
AT43	Langtoun Cycles - Community bike shop located on Kirkcaldy High Street continues to offer repairs and servicing, sales of refurbished bikes, a bike library, training and events	Kirkcaldy Central	Short	Greener Kirkcaldy
AT48	Continue to promote tourism potential of Fife Coastal path via Welcome to Fife	Kirkcaldy Central	Short	CN
AT59	Kirkcaldy area Mobility Week 'supporting and joining European Mobility Week through events and promotion' including town centre active travel surveys	Kirkcaldy Central	Short	ST&P/ Greener Kirkcaldy
AT50	Kirkcaldy Town Centre Priority one areas accessibility audit, internal or via Living Streets in support of Transforming Kirkcaldy.	Kirkcaldy Central	Medium	RNM
AT53	Review potential for mobility scooter training with Safer communities.	Kirkcaldy Central	Medium	Shop-mobility

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AT45	Transforming Kirkcaldy - Work towards delivery of the Kirkcaldy Town Centre Vision for Movement: such as, improved connections from the High Street to the Waterfront, and potential improved connections from Charlotte Street to Tollbooth Street.	Kirkcaldy Central	Long	PS
AT14	Valley Gardens, shared footway/path design Dunearn Drive to Hendry Road, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy Central	Long	ST&P

Table 17 - Public Transport Actions: Kirkcaldy Central

Action	Measure	Place	Timeframe	Delivery Lead
PT9	Network Rail Decarbonisation - Bennoch Road Railway Bridge alterations to allow for electrification, the footway on the structure will be wider.	Kirkcaldy Central	Short	NR
PT17	Improve welcome experience at Kirkcaldy bus station	Kirkcaldy Central	Short	PT
PT19	Advertising campaign to highlight most affordable bus tickets – e.g. Mega Rider tickets	Kirkcaldy Central	Short	PT
PT20	Antisocial behaviour at Kirkcaldy bus station is an ongoing issue – working with partners – Safer Communities Team etc	Kirkcaldy Central	Short	PT
PT21	Stagecoach investing in electric fleet – ongoing process. Kirkcaldy Glenrothes route has electric buses	Kirkcaldy Central	Short	PT
PT30	Kirkcaldy Train Station Community Art Project	Kirkcaldy Central	Short	CN/ Fife-College
PT15	Investigate benefits from Bus Priority Fife East Coast Parking Restrictions CF401-A: Kirkcaldy Victoria Road signing and lining works to move centre line and create better control of parking to reduce delays for buses, subject to funding.	Kirkcaldy Central	Medium	PT
PT8	Review if the public transport accessibility to the Kirkcaldy Esplanade can be improved, including to key leisure attractions. (Kirkcaldy Central)	Kirkcaldy Central	Medium	PT

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PT25	Kirkcaldy station - Partner assessment of future Station Accessibility improvements as an output of future investment by Scotland's Railways in new rolling stock, and decarbonisation of the service in accordance with the recommendations in Scotland's Railway's Railway for Everyone and Sustainable Travel to Stations strategies. Kirkcaldy Station has been identified as having reasonable existing accessibility, but other improvements are being considered to make the station more attractive.	Kirkcaldy Central	Long	NR/ Scotrail
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Table 18 - Traffic & Parking Actions: Kirkcaldy Central

Action	Measure	Place	Timeframe	Delivery Lead
T&P4	New EV charger at Whyte Melville Road car park	Kirkcaldy Central	Short	ST&P
T&P5	New EV charger at Oswalds Wynd car park	Kirkcaldy Central	Short	ST&P
T&P11	New EV charger at Coal Wynd / Dunnikier Road car park	Kirkcaldy Central	Short	ST&P
T&P12	New EV charger at Wilson Avenue car park	Kirkcaldy Central	Short	ST&P
T&P13	New EV charger at Station Road car park	Kirkcaldy Central	Short	ST&P
T&P14	New EV charger at Nicol Street car park	Kirkcaldy Central	Short	ST&P
T&P27	20mph speed limit on Nicol Street subject to approval	Kirkcaldy Central	Short	RNM
T&P29	20mph speed limit on Abbotshall Road / St Brycedale Avenue / Townsend Place / Coal Wynd / Mitchell Street subject to approval	Kirkcaldy Central	Short	RNM
T&P30	20mph speed limit on Forth Avenue and Whyte Melville Road subject to approval	Kirkcaldy Central	Short	RNM
T&P33	20mph speed limit on Bennoch Road subject to approval	Kirkcaldy Central	Short	RNM
T&P34	20mph speed limit on Forth Park Drive subject to approval	Kirkcaldy Central	Short	RNM
T&P35	20mph speed limit on Hendry Road subject to approval	Kirkcaldy Central	Short	RNM
T&P36	20mph speed limit on Dunnikier Road subject to approval	Kirkcaldy Central	Short	RNM

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T&P37	20mph speed limit on Hayfield Road subject to approval	Kirkcaldy Central	Short	RNM
T&P46	20mph speed limit on Mill Street, Hally's Court, Legion Court, Bennoch Gardens, Loanhead Place subject to approval	Kirkcaldy Central	Short	RNM
T&P50	Car park occupancy and duration audit across Kirkcaldy Town Centre (inner, outer and peripheral zones on street and off-street) to support Transforming Kirkcaldy	Kirkcaldy Central	Short	ST&P
T&P51	Continue to work with Fife Sports and Leisure Trust to investigate options for sustainable and equitable access to Kirkcaldy Leisure Centre.	Kirkcaldy Central	Short	ST&P
T&P54	Review suitability of short & long stay car park designations in Kirkcaldy town centre's inner core area.	Kirkcaldy Central	Short	ST&P
T&P59	Review of Pavement Parking Ban Potential Exemptions Barnet Crescent	Kirkcaldy Central	Short	RNM
T&P56	Better future utilisation of car park assets that may come through the Fife-wide review of the car parking strategy.	Kirkcaldy Central	Medium	ST&P
T&P16	Planning Ref 10/03561/EA Upgrading of Abbotshall Rd/ Forth Avenue roundabout to a signalised junction with pedestrian stages (Kirkcaldy STIM)	Kirkcaldy Central	Long	Developer
T&P17	Planning Ref 10/03561/EA Upgrading of the Oriel Rd/ Forth Ave/ Whyte Melville Road roundabout including the provision of a puffin crossing on Forth Ave arm (Kirkcaldy STIM)	Kirkcaldy Central	Long	Developer

4.3.6 Kirkcaldy East- including Boreland, Gallatown, Pathhead, Randolph, Smeaton, Sinclairtown

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 19 - Active Travel Actions: Kirkcaldy East

Action	Measure	Place	Timeframe	Delivery Lead
AT1	Review School Streets Trial @ St Maries Primary School, Kirkcaldy	Kirkcaldy East	Short	ST&P
AT4	Promenade to NCR766 & Ravenscraig Park, shared footway/path design and construction, associated with AT3 Kirkcaldy Central scheme	Kirkcaldy East	Short	ST&P

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AT7	Denfield Park, shared use path design Victoria Hospital to Den Road.	Kirkcaldy East	Short	ST&P
AT24	Viewforth High School Review School Travel Plan	Kirkcaldy East	Short	ST&P
AT25	Dysart Primary School Review School Travel Plan	Kirkcaldy East	Short	ST&P
AT27	Pathhead Primary School Review School Travel Plan	Kirkcaldy East	Short	ST&P
AT28	Sinclairtown Primary School Review School Travel Plan	Kirkcaldy East	Short	ST&P
AT34	St Andrew's High School Review School Travel Plan	Kirkcaldy East	Short	ST&P
AT35	St Marie's Primary School Review School Travel Plan	Kirkcaldy East	Short	ST&P
AT36	Planning Ref. 21/01254/FULL A continuous footpath connecting pedestrian access at the south east of the application site to the Den Road greenspace to the south west and to the grounds of the Victoria Hospital to the west.	Kirkcaldy East	Short	Developer
AT38	Planning Ref. 22/01642/PPP 3m wide footway/ cycleway on A921 Rosslyn Street between Redhouse and Gallatown Roundabout	Kirkcaldy East	Short	Developer
AT42	Network Rail Decarbonisation - Boreland Footbridge replacement	Kirkcaldy East	Short	NR
AT56	Greener Kirkcaldy - Action - Victoria Hospital e-bikes initiative.	Kirkcaldy East	Short	Greener Kirkcaldy
AT55	Victoria Hospital Staff Travel Plan supported by Travelknowhow/SEStran subject to funding	Kirkcaldy East	Short	NHS
AT54	Review the future of the Pathhead Sands area that is subject to consistent storm damage, considering future of access types and natural recovery mechanism.	Kirkcaldy East	Medium	FCCT
AT58	See T&P22 - Planning Ref 22/01642/PPP. Upgrading and signalisation of Gallatown roundabout (Kirkcaldy STIM). Active travel measures are to be included in the detailed design for Gallatown Roundabout signalisation through the Approval Required by Condition (ARC) planning process.	Kirkcaldy East	Long	Developer/ ST&P
AT15	Rosslyn Street, Shared footway/path feasibility and design from Gallatown roundabout to Pathhead roundabout, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy East	Long	ST&P

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AT16	Townhead Road (A955), Shared footway/path feasibility and design from Ravensraig Park through Dysart, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy East	Long	ST&P
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Table 20 - Public Transport Actions: Kirkcaldy East

Action	Measure	Place	Timeframe	Delivery Lead
PT13	Review benefits of a BPF study recommendation, Option CF108-D. This involves relocating bus stopping facilities to Asda rerouting services to use only existing stops on Dunnikier Way, rationalising access to the bus network and improving waiting facilities significantly enhancing bus journey times. This option will look to rationalise the routing of services in the area, only utilising the Asda turning circle during periods of higher demand for bingo facilities or during off peak periods. Subject to future analysis.	Kirkcaldy East	Medium	PT
PT1	Investigate the feasibility of a Cross-Forth passenger ferry service from Fife to Edinburgh from Kirkcaldy (in association with PT2)	Kirkcaldy East	Long	Property Services/ ST&P

Table 21 - Traffic & Parking Actions: Kirkcaldy East

Action	Measure	Place	Timeframe	Delivery Lead
T&P6	New EV charger at Strathearn Road car park	Kirkcaldy East	Short	ST&P
T&P7	New EV charger at Victoria Road car park	Kirkcaldy East	Short	ST&P
T&P9	New EV charger at Mid Street car park	Kirkcaldy East	Short	ST&P
T&P32	20mph speed limit on Bennoch Road / Victoria Road subject to approval	Kirkcaldy East	Short	RNM
T&P37	20mph speed limit on Hayfield Road (Kirkcaldy Central and East) subject to approval	Kirkcaldy East	Short	RNM
T&P38	20mph speed limit on Whyteman's Brae subject to approval	Kirkcaldy East	Short	RNM
T&P39	20mph speed limit on Dysart Road subject to approval	Kirkcaldy East	Short	RNM
T&P40	20mph speed limit on St Clair Street / Rosslyn Street subject to approval	Kirkcaldy East	Short	RNM
T&P41	20mph speed limit on Cairns Street West subject to approval	Kirkcaldy East	Short	RNM

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T&P42	20mph speed limit on Overton Road subject to approval	Kirkcaldy East	Short	RNM
T&P44	20mph speed limit on Boreland Road subject to approval	Kirkcaldy East	Short	RNM
T&P46	20mph speed limit on Boreland Place subject to approval	Kirkcaldy East	Short	RNM
T&P47	20mph speed limit on Provost Kay Park, Canon Byrne Glebe, The Kyles subject to approval	Kirkcaldy East	Short	RNM
T&P49	Continue to monitor air quality at St Clair Street, Kirkcaldy.	Kirkcaldy East	Short	Protective Services
T&P58	Review of Pavement Parking Ban Potential Exemptions Beatty Crescent, Kirkcaldy	Kirkcaldy East	Short	RNM
T&P62	Review Of Pavement Parking Ban Potential Exemptions Haig Avenue	Kirkcaldy East	Short	RNM
T&P63	Review of Pavement Parking Ban Potential Exemptions Macindoe Crescent	Kirkcaldy East	Short	RNM
T&P65	Proposed 30 mph limit on Dunnikier Way (Hendry Road roundabout to Gallatown roundabout) subject to approval	Kirkcaldy East	Short	RNM
T&P53	Victoria Hospital - EV charging provision will be installed into hospital car parks subject to funding	Kirkcaldy East	medium	NHS
T&P19	Planning Ref 22/01642/PPP. Signalisation of Redhouse roundabout (Kirkcaldy STIM). Also noted that active travel measures are included in the detailed designs for Redhouse roundabout signalisation submitted to Transport Scotland.	Kirkcaldy East	long	Developer
T&P20	Planning Ref 22/01642/PPP. Core Road between site boundary and new Mitchelston Roundabout (Kirkcaldy STIM – Standing Stane Link Road).	Kirkcaldy East	Long	Developer
T&P21	Planning Ref 22/01642/PPP. Creation of Mitchelston Roundabout in A921 (Kirkcaldy STIM). Active travel measures are also included in the approved detailed design of Mitchelston Roundabout.	Kirkcaldy East	Long	Developer
T&P22	Planning Ref 22/01642/PPP. Upgrading and signalisation of Gallatown roundabout (Kirkcaldy STIM). Active travel measures are to be included in the detailed design for Gallatown Roundabout signalisation through the Approval Required by Condition (ARC) planning process.	Kirkcaldy East	Long	Developer
T&P23	Standing Stane Link Road (Planning STIM)	Kirkcaldy East	Long	Planning

4.3.7 Kirkcaldy North - including Chapel, Dunnikier, Newliston, Templehall, Torbain

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 22 - Active Travel Actions: Kirkcaldy North

Action	Measure	Place	Timeframe	Delivery Lead
AT29	Kirkcaldy High School Review School Travel Plan	Kirkcaldy North	Short	ST&P
AT30	Capshard Primary School Review School Travel Plan	Kirkcaldy North	Short	ST&P
AT31	Fair Isle Primary School Review School Travel Plan	Kirkcaldy North	Short	ST&P
AT32	Torbain Primary School Review School Travel Plan	Kirkcaldy North	Short	ST&P
AT33	Valley Primary School Review School Travel Plan	Kirkcaldy North	Short	ST&P
AT51	Kirkcaldy Retail Park Priority one areas accessibility audit, internal or via Living streets.	Kirkcaldy North	Short	ST&P
AT57	Review of local streets for accessibility, including dropped crossings etc to improve access for mobility scooters etc. Templehall Community Hub.	Kirkcaldy North	Short	Developer
AT8	Fair Isle Road, Shared footway/path design Turriff Place to Templehall Avenue, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy North	Long	ST&P
AT9	Turriff Place, Shared footway/path design and construction Fair Isle Road to Torbain Primary School, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy North	Long	ST&P
AT10	Hendry Road, Shared footway/path design Chapel Level to Bennoch Road, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy North	Long	ST&P
AT11	Dunearn Drive, Shared footway/path design Linton Lane to Templehall Avenue, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy North	Long	ST&P
AT12	Shared footway/path feasibility/ Options appraisal Kenmore Terrace, Birnam Road, Dallas Drive, Kenmore Terrace, Appin Crescent, Brodick Road to Dunearn Drive, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy North	Long	ST&P

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AT13	Harris Drive, Shared footway/path design Fair Isle Road to Chapel Level, based on indicative Active Travel Network, exact route to be established.	Kirkcaldy North	Long	ST&P
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Table 23 - Public Transport Actions: Kirkcaldy North

Action	Measure	Place	Timeframe	Delivery Lead
PT29	Review of Fife Bus to see if bus can access new facility to drop off clients at Templehall Community Hub.	Kirkcaldy North	Short	PT
PT6	Review public transport access to John Smith Business Park (Kirkcaldy North)	Kirkcaldy North	Medium	PT
PT10	Review the feasibility of a Kirkcaldy Mobility Hub at Chapel. BPF Package 1: Kirkcaldy Mobility Hub. CF103-B Kirkcaldy Chapel Level multi-modal transport mobility hub including interchange for bus (local and express), subject to national funding criteria.	Kirkcaldy North	long	PT

Table 24 - Traffic & Parking Actions: Kirkcaldy North

Action	Measure	Place	Timeframe	Delivery Lead
T&P8	New EV charger at Brodick Road car park	Kirkcaldy North	Short	ST&P
T&P10	New EV charger at Birnam Road car park	Kirkcaldy North	Short	ST&P
T&P43	20mph speed limit on Dunnikier Way at Kirkcaldy High School subject to approval	Kirkcaldy North	Short	RNM
T&P45	20mph speed limit on Glen Albyn Drive / Glen Feshie Place subject to approval	Kirkcaldy North	Short	RNM
T&P55	Review parking capacities at Templehall shopping precinct area in Kirkcaldy.	Kirkcaldy North	Short	ST&P
T&P60	Review of Pavement Parking Ban Potential Exemptions Brodick Road	Kirkcaldy North	Short	RNM
T&P61	Review of Pavement Parking Ban Potential Exemptions Glamis Road	Kirkcaldy North	Short	RNM
T&P18	Chapel Interchange Signalisation (Planning STIMS)	Kirkcaldy North	Long	Planning

4.3.8 Kirkcaldy West - including Balwearie, Inveriel, Longbraes, Raith, Seafeld

Extents of completion will be subject to delivery lead capacity and funding constraints. Also see Tables 1-3 for common actions applicable to this place.

Table 25 - Active Travel Actions: Kirkcaldy West

Action	Measure	Place	Timeframe	Delivery Lead
AT6	Kinghorn Road, Continuation of Kinghorn to Kirkcaldy Feasibility Investigation (design / land take) based on indicative Active Travel Network, exact route to be established, related to AT5.	Kirkcaldy West	Short	ST&P
AT22	Strathallan Primary School Review School Travel Plan	Kirkcaldy West	Short	ST&P

Table 26 - Public Transport Actions: Kirkcaldy West

Action	Measure	Place	Timeframe	Delivery Lead
Refer to general actions common to all areas in Table 2				

Table 27 - Traffic & Parking Actions: Kirkcaldy West

Action	Measure	Place	Timeframe	Delivery Lead
T&P26	20mph speed limit on Pratt Street / Abbotshall Road subject to approval	Kirkcaldy West	Short	RNM
T&P28	20mph speed limit on Boglily Road subject to approval	Kirkcaldy West	Short	RNM
T&P31	20mph speed limit on Oriel Road subject to approval	Kirkcaldy West	Short	RNM
T&P15	Planning Ref 10/03561/EA Upgrade of Nicol St/ Boglily Rd/ Abbotshall Rd roundabout to provide two approach lanes by widening carriageway over 26m length on Abbotshall Rd (Kirkcaldy STIM)	Kirkcaldy West	Long	Developer

APPENDIX C: Consultation Results, September 2026

An online Citizen Space survey is to be undertaken on a draft version of the Kirkcaldy Area Transport Plan during September 2026, the survey will also be available in library and service centres.

Results pending survey, Sept 2026.

DRAFT

APPENDIX D: LTS and Community Plan Alignment

Area Transport Planning Objectives have been developed from the evidence in community-led plans and LTS public consultation feedback from 2021 and 2023. The objectives align with selected LTS objectives in order that a direct contribution can be made from the Kirkcaldy Committee area to Fife-wide objectives. The objectives were later verified by responses to the first Area Transport Plan consultation in 2026. The Area Transport Plan vision is consistent with the LTS for Fair and sustainable access for all.

The proposed Area Transport Planning Objectives for Kirkcaldy are set out by Place-making criteria, covering Moving around (Active Travel), Public Transport (Bus and Train), Traffic and Parking. The objectives support the LTS priorities of Fair access to daily activities, Safe and Secure Travel for all, Just Transition to net zero and Transport Network resilience.

The process of converting problems identified by the community into local area transport plan objectives from overarching Local Transport Strategy objectives is shown below in a flow diagram and logic mapping table.

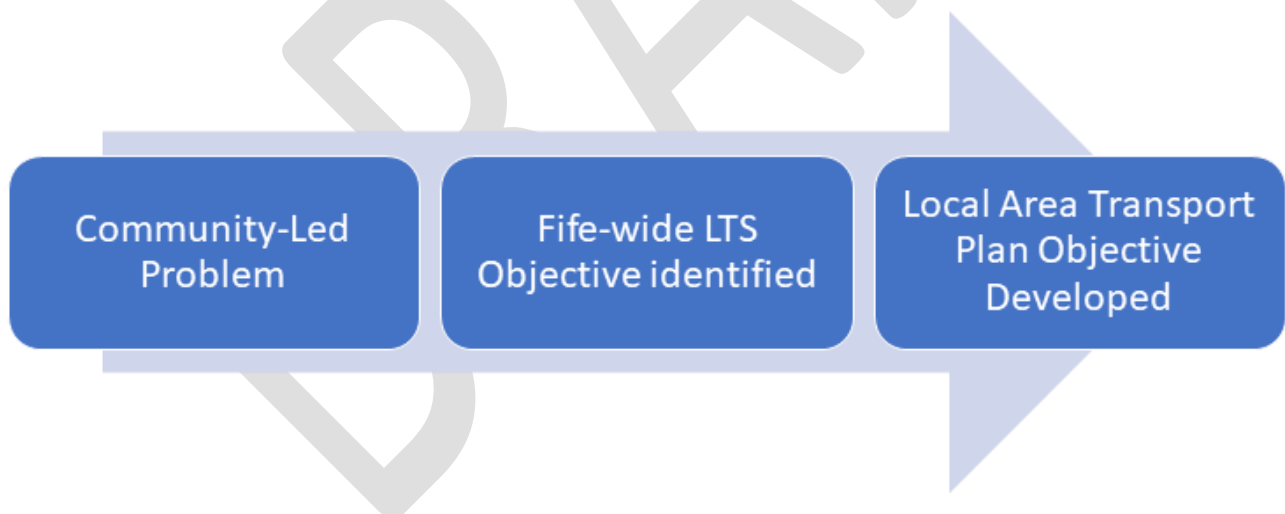


Figure D.1 - Process of converting problems identified by the community into local area transport plan objectives linked to overarching Local Transport Strategy objectives

The area transport plan objectives have been used to appraise the action plan.

Table D1.- Problems to Objectives Logic Mapping

Moving around (Active Travel)			
Kirkcaldy Transport Problem	LTS Objective	Specific K_ATP Objective	LTS Priorities
Need a full cycle network, New developments should be designed for and encourage active travel. Suitable active travel changing facilities at workplaces/schools. Bike parking requirements.	Objective 1: Increase the proportion of trips that are walked, cycled or wheeled to 30% by 2033, from a baseline of 23% in 2019.	AT1: Encourage travel to everyday activities by more walking, wheeling or cycling	Fair access to daily activities
Footways not fit for purpose (width)	Objective 7a: Increase the proportion of active travel infrastructure and town centres that meet modern accessibility standards by 20% by 2033	AT2: Improve walking and wheeling accessibility in towns and villages	Safe and secure travel for all
Want better cycle paths and footpaths connecting places, Require walking/cycle routes along major roads.	Objective 10 Provide leadership in working with others to reduce Fife's transport emissions by 56% by 2030, compared to a 1990 baseline	AT3: Work to meet demand for new walking and wheeling or cycling routes	Just transition to net zero
Would like cycle routes separate to cars. Safe for children. Better lighting on footpaths.	Objective 9a: Increase the proportion of people who feel safe when walking, cycling and wheeling by 20% by 2032	AT4: Improve people's feeling of safety when walking and wheeling or cycling	Safe and secure travel for all
Better maintenance of cycle lanes and paths, Footways not fit for purpose (condition)	Objective 18: Retain current transport network transport network condition and availability	AT5: Maintain active travel facilities condition and availability	Transport network resilience
Public Transport			

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Kirkcaldy Transport Problem	LTS Objective	Specific K_ATP Objective	LTS Priorities
Frequency of public transport can be an issue. Limited direct bus routes to all towns across the area and to major cities. People who don't drive are restricted. Timetables should be coordinated between rail and buses. No direct bus routes to Halbeath P&R from Burntisland & Kinghorn. Better services to rural areas and villages. Should be a direct rail service to QM Hospital.	Objective 2: With partners, increase the proportion of Fife communities with access to key daily activities within one hour by public transport by 20% by 2033.	PT1: Work with partners to increase access to key daily activities by public transport	Fair access to daily activities
Public transport affordability. Timetables should be coordinated between rail and buses. More reliable trains and buses. Cross company bus/rail tickets. Tackle antisocial behaviour on public transport.	Objective 3: With partners, increase the proportion of trips by bus to 10% by 2033, from a baseline of 6% in 2019. Objective 9b: Increase the proportion of people who feel safe on public transport by 20% by 2033	PT2: Work with partners to increase the affordability and attractiveness of bus travel	Fair access to daily activities
Burntisland train station accessibility needs improved.	Objective 7b: Increase the proportion of bus infrastructure, and town centres that meet modern accessibility standards by 20% by 2033	PT3: Work with partners to improve accessibility to public transport	Safe and secure travel for all
Live bus timetable online and in person at stops. Electric public transport should be invested in. A ferry from Kirkcaldy to Edinburgh. Smaller buses run during less busy times.	Objective 10 Provide leadership in working with others to reduce Fife's transport emissions by 56% by 2030, compared to a 1990 baseline	PT4: Work with partners to reduce transport emissions from buses	Just transition to net zero

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Strategic Assessment reflects that Stewardship tracking below Fife Average. Kirkcaldy Rail Station condition issues.	Objective 18: Retain current transport network transport network condition and availability	PT5: Maintain public transport infrastructure condition and availability	Transport network resilience
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Traffic & Parking			
Kirkcaldy Transport Problem	LTS Objective	Specific K_ATP Objective	LTS Priorities
Car free zones at areas like schools. More parking enforcement particularly at schools during start/finish times. More speedwatch at schools/residential areas.	Objective 8: With partners, reduce road deaths and serious injuries by 50% by 2030, and by 60% for children. Seek to achieve Vision Zero, a long-term aim for no road casualties, by 2050.	T&P1: Work with partners to reduce road deaths and serious injuries	Safe and secure travel for all
Car free zones at areas like Kirkcaldy high street. Improved parking at health and leisure facilities.	Objective 6: Contribute to an increase in footfall in major town and city centres 10% by 2033	T&P2: Contribute to an increase in footfall in town centres	Fair access to daily activities
Electric car charging infrastructure needs improved, Home EV charging option for those without driveway. A by the hour car sharing/rental platform.	Objective 14: Enable the fair roll-out of electric vehicle charging to provide appropriate numbers of chargers and levels of reliability as demand increases.	T&P3: Enable the fair roll-out of electric vehicle charging infrastructure or services	Just transition to net zero
Roads need to be in better condition, Maintain roads to reduce flooding.	Objective 18: Retain current transport network transport network condition and availability	T&P4: Maintain the current road network and retain availability	Transport network resilience

The Area Transport Plan also aligns with the Kirkcaldy **Local Community Plan**. These include the following themes and ways in which alignment has been developed.

People

- Support with cost of living - Tackling Poverty through promotion of active travel, and public transport objectives and actions.
- Early Intervention and Prevention of Crisis – supporting access to healthcare, leisure and actions to support people getting around in their daily lives.
- Local economy and Skills – access to Employment and training through promotion of active travel, public transport objectives, traffic and parking actions

Place

- Support and Development of Town Centres and Waterfront – The Town Centre, through promotion of active travel, and public transport objectives and traffic & parking actions in these places.
- Sense of Pride, Identity and Safer Communities - through promotion of active travel, public transport objectives, traffic and parking actions.
- Outdoor Places and Spaces - Participation, Community Involvement through provision of a Transport and Travel Information Guide