



Kirkcaldy Area Transport Plan 2026-36

Issues and Objectives Consultation Paper



DRAFT Kirkcaldy Area Transport Plan – working with communities 2026

Our vision is that Fife's transport system supports our communities with affordable, seamless and sustainable access to all aspects of our daily lives.

The Kirkcaldy Area Transport Plan is being developed by Roads and Transportation Services working alongside local communities and work on Kirkcaldy town centre. The purpose of the Plan is to consult on and agree local transport objectives and to develop an **Action Plan** for improving movement and connectivity across the local area, including all places from Burntisland to Dysart. Local area transport plans are published at the end of the process – see process diagram.



Figure 1 – Area Transport Plan Process Diagram

What is the context for local area transport plans?

The Kirkcaldy Area Transport Plan is supported by 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 timeline for the Area Transport Plan and other key policy dates that are expected to occur during the ten-year plan timeframe are shown in Figure 2. Government policies may change but currently this is what is being planned.

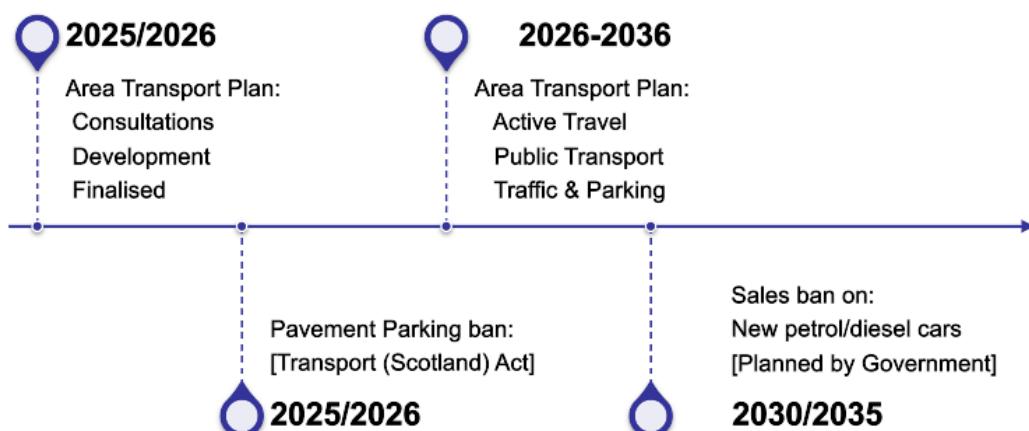


Figure 2. Kirkcaldy Area Transport Plan timeline

Why do we need to improve local travel and transport?

Over the last twenty years progress has been made in the Kirkcaldy area to improve safety and access to sustainable transport opportunities, such as the implementation of 20mph zones in residential areas, school travel plans, off-road cycleways, the refurbishment of the Kirkcaldy bus station and extended car park at Kirkcaldy railway station.

However, some transport problems are still experienced by people and businesses, and this plan will help provide a pathway to address issues that have been identified, as well as looking to the future where there will be legislative changes that will affect everyone. To understand problems an evidence-based review has been undertaken that includes consideration of the Plan4Kirkcaldy, Neighbourhood Plan for Templehall, the Local Place Plan for Burntisland and the Kirkcaldy Charrette Area Green Infrastructure Masterplan.

There has also been a review of comments received by Kirkcaldy area residents from the 2021/2023 Local Transport Strategy consultation, as summarised in examples of feedback shown below.

Table 1 – Kirkcaldy Transport Problems – You told us

Moving Around (Walking, Wheeling and Cycling):	Traffic and Parking (Roads and Car Parking):
You told us: <ul style="list-style-type: none">• Need a full cycle network• Bike parking requirements• Require Walking/Cycle routes along major roads• Better maintenance of cycle lanes and paths• Would like cycle routes separate to cars. Safe for children.• Want Better cycle paths and footpaths connecting places• Footways not fit for purpose (width/condition)• New developments should be designed for and encourage active travel• Better lighting on footpaths.• Suitable active travel changing facilities at workplaces/schools	You told us: <ul style="list-style-type: none">• Roads need to be in better condition• Issues with Traffic Calming• Electric car charging infrastructure needs improved• Home EV charging option for those without driveway• Want wider roads• Car free zones at areas like schools and Kirkcaldy High Street• Maintain roads to reduce flooding• Improved parking at health and leisure facilities• By the hour car sharing/rental• More parking enforcement particularly at schools during start/finish times.• More speedwatch at schools/residential areas.

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Public Transport (Bus and Rail):	
You told us: <ul style="list-style-type: none"> • Public transport affordability • Live bus timetable online and in person at stops. • Tackle antisocial behaviour on public transport. • Smaller buses run during less busy times. • 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 • Electric public transport should be invested in 	You told us: <ul style="list-style-type: none"> • 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

Where do things need to Change?

The Kirkcaldy area has the benefit of being strategically connected to the rest of Fife and beyond by the Mainline national rail line, Fife Circle, Kirkcaldy bus station interchange and the A92 trunk road.

At the local level, assessments by the Community Planning Team in 2025 have found that in the Kirkcaldy Area that Stewardship, Resources and Movement were identified as in greatest need of improvement. More improvement was needed for active travel, public transport, traffic & parking.

The recent Census 2022 shows that on average 26% of households in the Kirkcaldy area (19-33% depending on the Ward) did not have a car or van available compared to 22% for Fife, making a public transport network essential for many people.

Public Transport is available, with a network of local bus routes that is well established and predominantly run on a commercial basis, but this does not always meet expectations or specific travel needs. An analysis undertaken for Local Transport Strategy shows that 65% of locations in the Kirkcaldy area are within 60 minutes by public transport of two strategic education, employment and health sites, compared to 44% for Fife. Therefore, bus services in the Kirkcaldy area are relatively good overall when compared with the rest of Fife. However, access in the west, affordability and the need to interchange can be an issue for some journeys.

Walking, wheeling and cycling facilities are increasing in the Kirkcaldy area between settlements (e.g. Kinghorn-Burntisland) but less so in some areas, there are some missing links and perceptions of safety continue to be a problem. 'Walking and wheeling' represents moving as a pedestrian, whether or not someone is walking or wheeling

unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies.

There is ongoing masterplan work to be done on the redevelopment of the Kirkcaldy High Street and Waterfront that may re-imagine the use of areas and streets building on existing streetscape work to make the Esplanade more attractive. There is also ongoing monitoring of council car parks, and demolition of the Kirkcaldy multi-storeys that were underutilised.

To create an action plan for the area's transport we have developed a series of place-based objectives from the identified problems on the themes of Active Travel, Public Transport, Traffic & Parking. We want to target improvements in the area that address local problems and fit with the timeline of potential policy events that may impact on Kirkcaldy in the short, medium and long term.

We are seeking your views to confirm if the local community support the following objectives that will assist in developing a transport plan with an action plan to address problems in the years to come.

What Changes will make a Difference?

Fife Council can support people's transport needs in the Kirkcaldy area by agreeing objectives with the community to direct the transport actions it will take over the next decade. The subsequent area transport plan actions will then be developed with community input and taken forward where resources allow. Some actions will require working with other organisations to achieve delivery or may come through the planning system.

Draft Kirkcaldy Area Transport Plan Objectives 2026-2036

The proposed draft Kirkcaldy Area Transport Plan Objectives 2026-2036 based on feedback and community sources to date are as follows:

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

AT1: Encourage travel to everyday activities by more walking, wheeling and cycling

AT2: Improve walking and wheeling accessibility in towns and villages

AT3: Work to meet demand for new walking and wheeling or cycling routes

AT4: Improve people's feeling of safety when walking and wheeling or cycling

AT5: Maintain active travel facilities condition and availability.

Public Transport (Bus and Train travel)

PT1: Work with partners to increase access to key daily activities by public transport

PT2: Work with partners to increase the affordability and attractiveness of bus travel

PT3: Work with partners to improve accessibility to public transport

PT4: Work with partners to reduce transport emissions from buses

PT5: Maintain public transport infrastructure condition and availability

Traffic & Parking (Cars and Commercial vehicles)

T&P1: Work with partners to reduce road deaths and serious injuries

T&P2: Contribute to an increase in footfall in town centres

T&P3: Enable the fair roll-out of electric vehicle charging infrastructure

T&P4: Maintain current transport network road condition and availability

Views on these transport objectives are being sought via consultation and there are other opportunities to comment. A questionnaire has been developed that asks if the above objectives are agreed with or disagreed with and gives opportunities to leave comments about Active Travel, Public Transport, Traffic and Parking. There will be further opportunities to comment when an action plan has been developed.