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# **1 Introduction**

## **1.1 Purpose**

The Cowdenbeath 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 2035.

## **1.2 The Area**

The Cowdenbeath area has around 42,000 residents, including the town of Cowdenbeath and surrounding settlements.

The Cowdenbeath Area covers the communities of:

- Benarty
- Cardenden
- Cowdenbeath
- Crossgates and Mossgreen
- Hill of Beath
- Kelty
- Lochgelly
- Lumphinnans

## Cowdenbeath Area Transport Plan 2025-2035

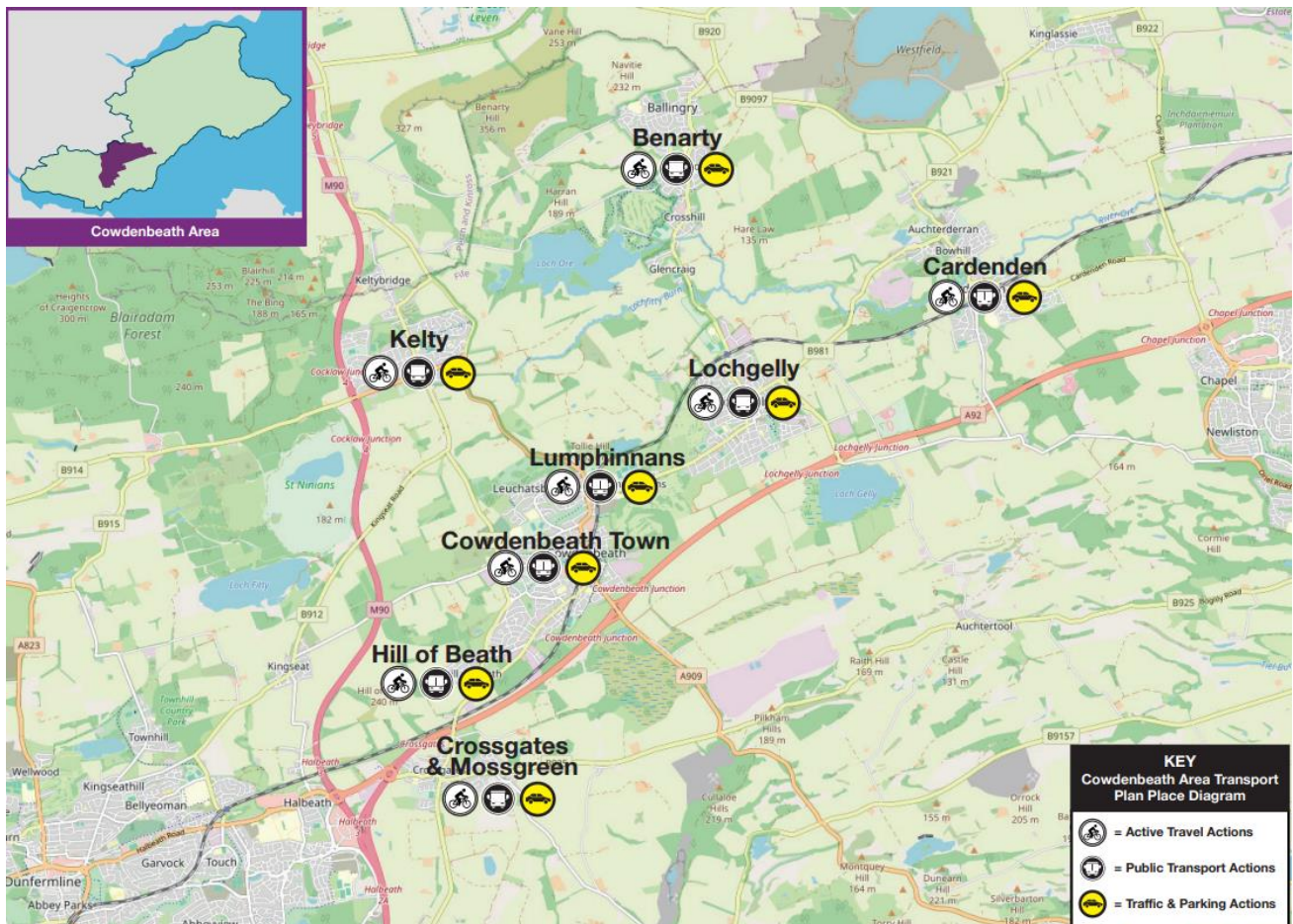


Figure 1 – Cowdenbeath Area

### 1.3 Contents of the Plan

The Cowdenbeath 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 2025 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 2025-2035 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 Cowdenbeath 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 Tackling Poverty, Raising Aspirations and Community Engagement 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 2025
- Sales ban on new petrol or diesel cars and vans in 2035

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**

Cowdenbeath 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 2025.

### **2.2 Consultation**

A community consultation was held in February 2025 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 150 survey responses. The community responses validate earlier Local Transport Strategy consultations and have helped shape the area transport plan and action plan.

### **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 (62%)

AT2: Improve walking and wheeling accessibility in towns and villages (81%)

AT3: Work to meet demand for new walking and wheeling or cycling routes (69%)

AT4: Improve people's feeling of safety when walking and wheeling or cycling (89%)

AT5: Maintain active travel facilities condition and availability.(87%)

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(87%)

PT3: Increase bus infrastructure, that meets modern accessibility standards (89%)

PT4: Work with partners to reduce emissions from buses (65%)

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 (92%)

T&P2: Support Access to local businesses and High Streets (90%)

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

T&P4: Maintain current transport network road condition and availability (90%)

The first objective AT1 had the most respondents (10%) disagreeing with it. They disagreed because they felt more focus should be on public transport or that existing active travel facilities were not well used or had problems. The Electric Vehicle Charging Objective T&P3 had the most non-opinion respondents (34%) that neither agreed nor disagreed. 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 2025 public consultation is contained in the Tables below.

Active Travel
<ul style="list-style-type: none"><li>• Improve maintenance of existing active travel routes.</li><li>• Improve street lighting on active travel routes.</li><li>• Stop vehicles parking on active travel routes.</li><li>• Active travel routes should be more accessible with dropped kerbs for mobility scooters and wheelchair access.</li><li>• Improve winter maintenance on active travel routes with higher priority gritting and snow clearing.</li><li>• Retain access on Rights of Way and core path routes.</li><li>• Provide seating next to active travel routes to allow users to take breaks.</li><li>• Provide bins next to active travel routes to prevent dog fouling.</li><li>• Provide a pedestrian crossing to connect Crossgates and Halbeath Park and Ride.</li></ul>

Public Transport
<ul style="list-style-type: none"><li>• Bus Operators to improve the reliability of their bus fleet</li><li>• Bus Operators need to keep to scheduled timetables.</li><li>• Bus and Rail fares need to be more affordable.</li><li>• Improve integration of timetables for bus and train services.</li><li>• Bus Operators to stop cancelling scheduled services for school services</li><li>• Railway stations need to be more accessible especially for disabled access but also for cyclists, prams and pushchairs.</li><li>• Rail operators need to reinstate full Fife Circle timetable.</li></ul>

Traffic & Parking
<ul style="list-style-type: none"><li>• Road network condition needs to be improved not just maintained at its current standard.</li><li>• Pavement parking ban needs to be enforced.</li><li>• Provide more parking spaces in residential areas to prevent illicit parking on footpaths and amenity areas.</li><li>• Improve street lighting to provide a sense of safety</li><li>• Retain free parking to support town centres.</li><li>• Provide more EV charging points.</li><li>• Consider reinstating bus laybys on Cowdenbeath High Street to improve congestion and air quality.</li></ul>

A final public consultation will be held in Summer 2025. Stakeholders will also be encouraged to contribute. A summary of results from the Summer 2025 survey will be shown in Appendix C, when available.



## 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 Cowdenbeath 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 2025-2027,
- Medium term 2027-2031,
- Long term 2031-2035 and beyond

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)               |
| • LP                 | The Leven Programme (11 partners) & LUF          |
| • FCCT               | Fife Coast & Countryside Trust                   |
| • CRT                | Coal Fields Regeneration Trust                   |
| • 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, such as Neighbourhood plans, community feedback, engagement with Schools, Local Development Plan Strategic Transport Assessments, Bus Priority Studies, emerging Active Travel Strategy network development, approved planning agreements and third-party operations with an involvement in the Cowdenbeath 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 Tackling Poverty, Raising Aspirations and allow mechanisms for Participation and Community Involvement linking to the Local Community Plan.

### **3.3 Option Appraisal**

All actions have undergone an options appraisal and support one or more of the Cowdenbeath 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.

### 3.4 Places

The place diagram below is a reference guide to the Cowdenbeath Area Transport Plan action plan shown in Appendix B. It shows the Action Plan transport measures table reference numbers that are applicable to each place in Cowdenbeath town and the settlements surrounding Cowdenbeath. For example, for public transport actions in Cardenden see Appendix B, Table 8 in this report.

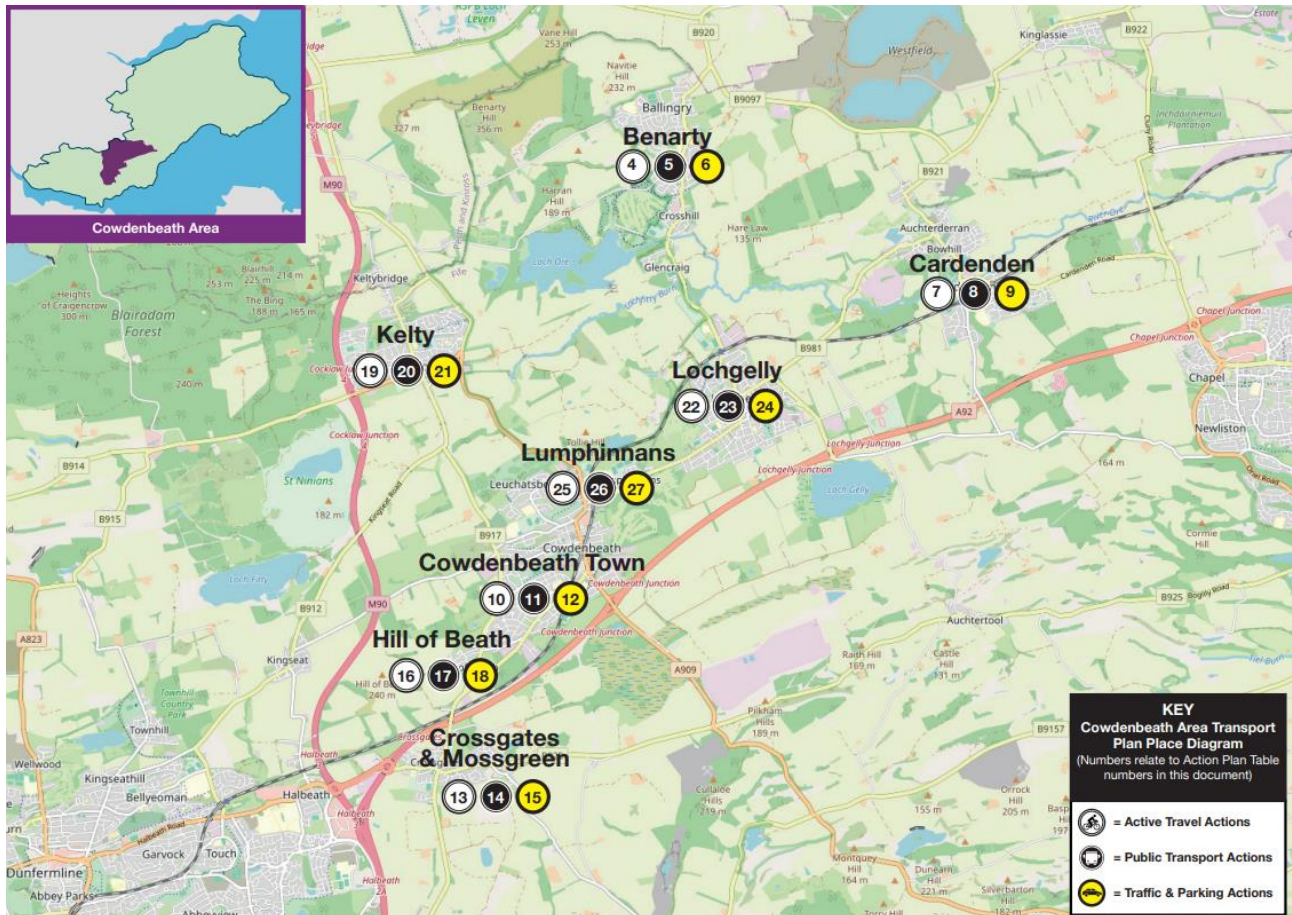


Figure 2 – Cowdenbeath Area Transport Plan, Place Diagram

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.<sup>1</sup>

Footway and road improvements are subject to road authority approvals.

### 3.7 Common Actions - Cowdenbeath 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.

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<sup>1</sup> 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.	Short-Long	ST&P
ATGen2	Improve accessibility and personal security of key walking, wheeling and cycling routes, based on a programme of audits - Priority 1 footway routes	Short-Long	ST&P
ATGen3	Carry out the Area Roads Programme (ARP) - Footway condition improvements planned annually	Short-Long	RNM
ATGen4	Audit and Implementation of the Active Travel Network (ATN) in the Cowdenbeath area based on the Fife Active Travel Strategy (ATS) - subject to approval and funding.	Short-Long	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	Short-Long	PT
PTGen2	Improve accessibility and personal security at key bus stops and interchanges across Cowdenbeath, based on a programme of audits.	Short-Long	RNM
PTGen3	On-going work with transport providers to improve bus/rail integration through timetabling and the Fife Bus Partnership - focus on rail stations.	Short-Long	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	Short-Long	RNM
T&PGen2	Carry out the annual Area Roads Programme (ARP) - planned road condition, lighting and traffic management improvements	Short-Long	RNM
T&PGen3	Carry out parking enforcement - for example on double yellow lines and other restrictions. Possible exemptions and mitigations for displaced parking are being assessed prior to the introduction and enforcement of Pavement Parking regulations, which will be subject to member approval.	Short-Long	ST&P

Place specific actions are shown in Table 4 to Table 27 in Appendix B for Cowdenbeath 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 Cowdenbeath 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 Cowdenbeath and connecting to other parts of Fife that has been developed through the Fife Active Travel Strategy. There is no National Cycle Network through the Cowdenbeath area however the Pilgrim Way leisure route, is maintained by FCCT, running from Woodend in Auchterderran to Kelty in the Cowdenbeath Area and onward to St Andrews and Dunfermline.

#### **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 Halbeath Park & Ride, and rail stations, Cowdenbeath, Lochgelly and Cardenden act as strategic transport hubs for longer distance travel to and from the Cowdenbeath 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 through the Cowdenbeath area with access junctions at Halbeath, Crossgates, Cowdenbeath, Lochgelly and Chapel.

## 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 Cowdenbeath 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. This includes 174 car parks and a total of 12,000 parking spaces. 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. eFife is a project that supports Fife's electric vehicle network - from the vehicles and charging points to promoting the benefits of Electric Vehicles (EV).
- **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
- **LP , The Leven Programme (11 partners)** The Leven Programme is a series of connected projects along the River Leven in Fife, which have the environment and people at its heart. The main Leven Programme partners are: SEPA, Scottish

Enterprise, NatureScot, Fife Council, Sustrans, Scottish Water, Fife College, Forth Rivers Trust, Green Action Trust, Diageo, Keep Scotland Beautiful, Historic Environment Scotland, Zero Waste Scotland, Fife Coast and Countryside Trust, The Coal Authority.

- **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.
- **Sustrans** - custodians of the National Cycle Network, it's our role to care for it, improve it and champion a long-term vision for its future
- **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.
- **CRT** - The Coalfields Regeneration Trust is a community wealth building charity operating in Britain's coalfield areas. We create jobs and economic growth by building industrial units for SMEs and using our taxable profits to generate social value through working with partners to enable our communities to reach their full potential.
- **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 Cowdenbeath 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 and traffic and parking annual budgeting exercises.

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

## 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 Cowdenbeath. It designed to encourage engagement as desired by the community plan and highlight where wider LTS actions are being undertaken. Links are correct at the time of development, August 2025.

**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](http://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](mailto: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

<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.

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://travel.fife.gov.uk) website or email [travel.fife@fife.gov.uk](mailto:travel.fife@fife.gov.uk)

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.

### 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](#) 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 a commitment to review the Fife Parking Strategy through an action in the Local Transport Strategy.

In support of the Electric Vehicle (EV) transition, the public sector in Scotland has led the provision of charging infrastructure. Since 2013, Transport Scotland have invested in a national base network of charge points named [ChargePlace Scotland](#).

For more information visit the eFife web page.

<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 and 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](mailto: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/>

## 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](mailto:fife.devplan@fife.gov.uk)

Planning service information can be found at:

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

### **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 Cowdenbeath can be found on the local area pages.

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

### **Local Interest - Community and Tourist resources**

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

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

### **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.

## APPENDIX B: Action Plan – Place Specific Actions

### 4.3.1 Benarty - including Crosshill, Lochore, Ballingry

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: Benarty

Action	Measure	Place	Timeframe	Delivery Lead
AT45	Completion of Active travel route from Fife Cycle Park to Lochore Meadows (substantially complete 2025)	Benarty	Short	ST&P
AT13	Pedestrian wayfinding signage across Benarty to local amenities such as Benarty Centre, Lochore Meadows Country Park, shops etc.	Benarty	Medium	CN
AT26	Benarty Primary School Travel Plan refresh at 3 years +	Benarty	Medium	ST&P
AT51	Proposed active travel route from Hill Road, Benarty to P&K border	Benarty	Medium	ST&P
AT46	Promote Benarty Local Walking Action Plan	Benarty	Long	CN
AT55	Lomond Hills Regional Park - Lochore Meadows Country Park Walks - Harran Hill, Round the Loch, Round the Pit Road, Sleeping Giant (Lochore Meadows to Benarty Hill), Castle Triangle - ongoing path maintenance by CN within Lochore Meadows Park and FCCT outside.	Benarty	Long	CN/FCCT
AT58	Pilgrim Way section Lochore Meadows to Kinglassie section - Maintenance by FCCT	Benarty	Long	FCCT
AT6	Proposed active travel route from Lochore to Westfield	Benarty	Long	ST&P
AT7	Proposed active travel route from Westfield to Loch Leven at the Perth and Kinross boundary	Benarty	Long	ST&P

Table 5 - Public Transport Actions: Benarty

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

Table 6 - Traffic & Parking Actions: Benarty

Action	Measure	Place	Timeframe	Delivery Lead
T&P42	Benarty - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Benarty	Medium	RNM

#### 4.3.2 Cardenden - including Dundonald, Cardenden, Auchterderran, Bowhill, Woodend and Cluny

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: Cardenden

Action	Measure	Place	Timeframe	Delivery Lead
AT27	Cardenden Primary School Travel Plan refresh at 3 years +	Cardenden	Medium	ST&P
AT28	Denend Primary School Travel Plan refresh at 3 years +	Cardenden	Medium	ST&P
AT5	Proposed active travel route from Cardenden to Lochgelly	Cardenden, Lochgelly	Long	ST&P
AT18	New Active Travel Network route between Cluny and Cardenden with link to Kirkcaldy retail park	Cardenden, Cluny	Long	ST&P

Table 8 - Public Transport Actions: Cardenden

Action	Measure	Place	Timeframe	Delivery Lead
PT31	Cardenden 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	Cardenden	Medium	Network Rail

Table 9 - Traffic & Parking Actions: Cardenden

Action	Measure	Place	Timeframe	Delivery Lead
T&P7	Station Road Car Park- Proposed new EV charging points	Cardenden	Medium	ST&P
T&P38	Den Burn Bridge Replacement	Cardenden	Medium	Structural Services
T&P40	New 20 mph zone on Station Road, Dundonald	Cardenden	Medium	RNM
T&P43	Cardenden - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Cardenden	Medium	RNM

### 4.3.3 Cowdenbeath Town

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: Cowdenbeath Town

Action	Measure	Place	Timeframe	Delivery Lead
AT10	Proposed Active travel route from Cowdenbeath to Kelty and into PKC (Benarty Road) - substantially complete 2025	Cowdenbeath, Kelty	Short	ST&P
AT20	Cowdenbeath Primary School Travel Plan refresh at 3 years +	Cowdenbeath	Medium	ST&P
AT22	Foulford Primary School Travel Plan refresh at 3 years +	Cowdenbeath	Medium	ST&P
AT31	3m wide footway on Seco Place and Watson Street - see planning ref 24/00210/PPP	Cowdenbeath	Medium	Developer
AT54	Beath High School Travel Plan refresh	Cowdenbeath	Medium	ST&P
AT56	Local Nature Reserve - Dalbeath Marsh immediately west of Cowdenbeath - Paths maintained by FCCT	Cowdenbeath	Long	ST&P
AT2	Proposed active travel route from Cowdenbeath to Mossmorran	Cowdenbeath	Long	ST&P
AT9	Proposed active travel route from Cowdenbeath to Loch Gelly	Cowdenbeath, Lochgelly	Long	ST&P

Table 11 - Public Transport Actions: Cowdenbeath Town

Action	Measure	Place	Timeframe	Delivery Lead
PT29	Cowdenbeath 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	Cowdenbeath	Medium	Network Rail
PT7	Coalfields Regeneration Trust to support DVLA:D1 volunteer driver training via an appropriate supplier	Cowdenbeath	Medium	CRT

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PT8	Investigate opportunities to ease awareness of and access to mini-buses for hire within the area.	Cowdenbeath	Medium	CN
PT18	Subject to Bus Infrastructure Fund (BIF) - Cowdenbeath, A92 westbound off slip onto A909 WF101-A Cowdenbeath A92- A909 WB off-slip signalisation Signalise A92 slip road / A909 junctions	Cowdenbeath	Long	PT
PT19	Subject to BIF - Cowdenbeath High Street junctions and bus stops Selective Vehicle Detection at pedestrian crossings and traffic signal controlled junctions; remove bus stop bays to make stops in-line; create right-turn lane southbound into Stenhouse Street	Cowdenbeath	Long	PT
PT20	Subject to BIF - Cowdenbeath High Street MOVA/SCOOT green wave Introduce a localised urban traffic control system as a means of ensuring adaptive signal control, alongside bus priority, possible through the use of MOVA to minimise successive delays	Cowdenbeath	Long	PT
PT21	Subject to BIF - Cowdenbeath Broad Street reconfiguration Remove bus stop lay-bys (extend existing build-outs or reconfigure) - replace with in-line cages	Cowdenbeath	Long	PT

Table 12 - Traffic & Parking Actions: Cowdenbeath Town

Action	Measure	Place	Timeframe	Delivery Lead
T&P3	Central Park Car Park- Proposed new EV charging points	Cowdenbeath	Medium	ST&P
T&P4	Foulford Street Car park- Proposed new EV charging points	Cowdenbeath	Medium	ST&P
T&P5	Stenhouse Street Car Park- Proposed new EV charging points	Cowdenbeath	Medium	ST&P
T&P6	Bridge Street & High Street Car Parks- Proposed new EV charging points	Cowdenbeath	Medium	ST&P
T&P8	Undertake community "speedwatch campaigns" in areas of concern	Cowdenbeath	Medium	Police Scotland
T&P23	New 20mph speed limit zone on High Street, Cowdenbeath	Cowdenbeath	Medium	RNM
T&P26	New Disabled parking bays to be marked out in Bridge Street / High Street car park	Cowdenbeath	Short	ST&P

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T&P28	New pedestrian crossing road markings to be installed in Stenhouse Street car park	Cowdenbeath	Long	ST&P
T&P29	24/00210/PPP Traffic Calming measures on Seco Place	Cowdenbeath	Medium	Developer
T&P36	Continue air quality monitoring on Cowdenbeath High Street	Cowdenbeath	Long	Protective Services
T&P37	Broad Street Bridge Replacement.	Cowdenbeath	Medium	Structural Services
T&P39	Stenhouse Street- Bridge Parapet Replacement	Cowdenbeath	Medium	Structural Services
T&P44	Cowdenbeath - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Cowdenbeath	Medium	RNM
T&P50	potential new robotic delivery service in Cowdenbeath, subject to agreement with the commercial partner	Cowdenbeath	Long	Commercial

### 4.3.4 Crossgates & Mossgreen

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: Crossgates & Mossgreen

Action	Measure	Place	Timeframe	Delivery Lead
AT12	New pedestrian crossing on B925 at Mossgreen near Droverhall Avenue	Crossgates & Mossgreen	Short	RNM
AT21	Crossgates Primary School Travel Plan refresh at 3 years +	Crossgates	Medium	ST&P
AT43	Proposed extension of active travel route from Fordell Firs in Crossgates	Crossgates	Medium	ST&P
AT1	Proposed active travel route from Crossgates to Hill of Beath	Crossgates, Cowdenbeath, Hill of Beath	Long	ST&P
AT3	Proposed Active travel route from Cowdenbeath to Kelty	Crossgates, Cowdenbeath, Kelty	Long	ST&P
AT4	Proposed active travel route from Crossgates to Halbeath	Crossgates, Halbeath	Long	ST&P



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AT11	Improve Active Travel Access to Halbeath Park & Ride - Consultation and Feasibility study with Transport Scotland over removing barriers and improving active travel access to Halbeath Park & Ride.	Crossgates & Mossgreen	Long	ST&P
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Table 14 - Public Transport Actions: Crossgates & Mossgreen

Action	Measure	Place	Timeframe	Delivery Lead
PT22	Subject to Bus Infrastructure Fund (BIF) - Crossgates Dunfermline Road bus cages Introduce improved waiting facilities, including in-line bus cages to prevent delay for services re-emerging	Crossgates	Long	PT
PT23	Subject to BIF - Crossgates Roundabout speed management Provision of screening to slow down traffic entering the roundabout from the A92 travelling eastwards alongside rumble strips	Crossgates	Long	PT
PT24	Subject to BIF - Crossgates Roundabout signalisation Full signalisation of Crossgates Roundabout	Crossgates	Long	PT
PT25	Subject to BIF - Crossgates Roundabout bus flyover Introduce bus flyover from the Halbeath Park & Ride access to the A92, including the provision of a dedicated bus lane towards the Halbeath Roundabout	Crossgates	Long	PT
PT26	Subject to BIF - Crossgates Roundabout all approaches bus lanes Introduce bus lanes on all approaches to the Crossgates Roundabout	Crossgates	Long	PT
PT27	Subject to BIF - Crossgates Roundabout A92 WB on-slip bus lane New dedicated bus on-slip from Crossgates Roundabout to A92-M90 link	Crossgates	Long	PT
PT28	Subject to BIF - Halbeath Roundabout M90 bus lane extension Introduce extended bus lane from the A92 to the M90 to provide a continuous priority lane for buses	Crossgates	Long	PT
PT1	Investigate the feasibility of opening a railway station at Halbeath Park and Ride.	Crossgates, Halbeath	Long	ST&P/NR

Table 15 - Traffic & Parking Actions: Crossgates & Mossgreen

Action	Measure	Place	Timeframe	Delivery Lead
T&P27	44 additional parking bays to be added at Halbeath P&R	Crossgates, Halbeath	Short	ST&P
T&P14	New permanent 20mph speed limit on Dunfermline Road, Crossgates	Crossgates & Mossgreen	Medium	RNM
T&P45	Crossgates & Mossgreen - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Crossgates & Mossgreen	Medium	RNM

#### 4.3.5 Hill of Beath

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: Hill of Beath

Action	Measure	Place	Timeframe	Delivery Lead
AT23	Hill of Beath Primary School Travel Plan refresh at 3 years +	Hill of Beath	Medium	ST&P

Table 17 - Public Transport Actions: Hill of Beath

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

Table 18 - Traffic & Parking Actions: Hill of Beath

Action	Measure	Place	Timeframe	Delivery Lead
T&P46	Hill of Beath - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Hill of Beath	Medium	RNM

## 4.3.6 Kelty

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: Kelty

Action	Measure	Place	Timeframe	Delivery Lead
AT15	Promote Kelty Local Walking Action Plan _ <a href="https://www.pas.org.uk/wp-content/uploads/2025/04/Sustaining-Choices-Action-Plan_Kelty.pdf">https://www.pas.org.uk/wp-content/uploads/2025/04/Sustaining-Choices-Action-Plan_Kelty.pdf</a>	Kelty	Short	CN
AT24	Kelty Primary School Travel Plan refresh at 3 years +	Kelty	Medium	ST&P
AT47	Proposed active travel route on Station Road, Kelty	Kelty	Medium	ST&P
AT48	Proposed active travel route from Main Street to P&K border at Kelty Bridge	Kelty	Medium	ST&P
AT49	Proposed active travel route on Black Road, Kelty	Kelty	Medium	ST&P
AT57	Identify pedestrian wayfinding signage requirements including location and condition of existing signage.	Kelty	Medium	CN
AT32	2m wide footway along Cocklaw Street and Oakfield Street - see planning ref 16/03915/EIA	Kelty	Medium	Developer
AT33	16/03915/EIA - 3m wide footway/ cycleway along frontage on Oakfield Street	Kelty	Medium	Developer
AT34	16/03915/EIA - New pedestrian crossing on Cocklaw Street	Kelty	Medium	Developer
AT35	20/01791/PPP- Upgrading and illumination of the existing core path P536/02 to the south of the site to a 3 metres wide	Kelty	Medium	Developer
AT36	footpath/cyclepath, including the two links with the application site; the link to Ashfield Gdns - see planning ref 20/01791/PPP	Kelty	Medium	Developer
AT37	link to Seafar Drive (via the unadopted surfaced footpath adjacent to no. 36). see planning ref 20/01791/PPP	Kelty	Medium	Developer
AT38	22/02117/EIA - Signalised pedestrian crossing on Great North Road.	Kelty	Medium	Developer

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AT59	Pilgrim Way Dunfermline to Lochore Meadows section - Maintenance by FCCT	Kelty	Long	FCCT
AT8	Proposed Active travel route from Kelty to Glenrothes	Kelty	Long	ST&P

Table 20 - Public Transport Actions: Kelty

Action	Measure	Place	Timeframe	Delivery Lead
PT15	16/03915/EIA - A pair of bus stops with boarders, poles and flags on Cocklaw Street.	Kelty	Medium	Developer
PT16	16/03915/EIA - Existing bus stops on Cocklaw Street to provided with bus shelters	Kelty	Medium	Developer

Table 21 - Traffic & Parking Actions: Kelty

Action	Measure	Place	Timeframe	Delivery Lead
T&P25	A donation of land from Persimmon Homes and Funding from Fife Council's Capital Investment Plan will see Kelty Hearts Football Club build and operate a new, purpose built car park for the benefit of the local community.	Kelty	Short	Commercial
T&P30	16/03915/EIA - A vehicular link with 3 pairs of bus stops between Cocklaw Street and Oakfield Street	Kelty	Medium	Developer
T&P31	16/03915/EIA - Improvements to the visibility at the junctions of the M90/ A909/ B914.	Kelty	Medium	Developer
T&P32	16/03915/EIA - Relocation of speed limit sign with Welcome to Kelty sign	Kelty	Medium	Developer
T&P47	Kelty - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Kelty	Medium	RNM
T&P1	Keltyhill Road Car Park - Proposed new EV charging points	Kelty	Medium	ST&P
T&P2	Main Street Car Park- Proposed new EV charging points	Kelty	Medium	ST&P
T&P18	Undertake community "speedwatch" campaigns in areas of concern e.g. Station Road, Kelty	Kelty	Long	Police Scotland

## 4.3.7 Lochgelly

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: Lochgelly

Action	Measure	Place	Timeframe	Delivery Lead
AT29	Lochgelly South Primary School Travel Plan refresh at 3 years +	Lochgelly	Medium	ST&P
AT30	Lochgelly West Primary School Travel Plan refresh at 3 years +	Lochgelly	Medium	ST&P
AT39	21/00791/PPP - 3m wide footway cycleway along frontage of site on Avenue	Lochgelly	Medium	Developer
AT40	21/00791/PPP - Dropped kerb pedestrian crossing points on The Avenue to the east of the public park access.	Lochgelly	Medium	Developer
AT41	21/00791/PPP Dropped kerb pedestrian crossing points on The Avenue on the public park access.	Lochgelly	Medium	Developer
AT53	Lochgelly High School Travel Plan refresh	Lochgelly	Medium	ST&P
AT60	Core path from Lochgelly to Lochore Meadows investigation of maintenance and repair issues	Lochgelly	Medium	CN

Table 23 - Public Transport Actions: Lochgelly

Action	Measure	Place	Timeframe	Delivery Lead
PT17	21/00791/PPP- Provision of 1 pair of bus stops, boarders, flags, poles and road markings on The Avenue, Lochgelly	Lochgelly	Medium	Developer

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PT30	Lochgelly 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	Lochgelly	Medium	Network Rail
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Table 24 - Traffic & Parking Actions: Lochgelly

Action	Measure	Place	Timeframe	Delivery Lead
T&P24	New Disabled parking bays to be added in the Landale Street car park, Lochgelly	Lochgelly	Medium	ST&P
T&P33	21/00791/PPP - Upgrade of junction of the A92 Eastbound On & Off Slips with the B9150	Lochgelly	Medium	Developer
T&P34	21/00791/PPP - Improvements at the junction of Station Road/Bank Street/Auchterderran Road	Lochgelly	Medium	Developer
T&P35	21/00791/PPP - Improvements at the junction of The Avenue and B9150	Lochgelly	Medium	Developer
T&P48	Lochgelly - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Lochgelly	Medium	RNM



## 4.3.8 Lumphinnans

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: Lumphinnans

Action	Measure	Place	Timeframe	Delivery Lead
AT25	Lumphinnans Primary School Travel Plan refresh at 3 years +	Lumphinnans	Medium	ST&P
AT52	Proposed active travel route from Brucefield Terrace to Auchterderran Road, Lochgelly	Lumphinnans	Medium	ST&P

Table 26 - Public Transport Actions: Lumphinnans

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

Table 27 - Traffic &amp; Parking Actions: Lumphinnans

Action	Measure	Place	Timeframe	Delivery Lead
T&P13	New permanent 20mph limit near school on Main Street, B981, Lumphinnans	Lumphinnans	Medium	RNM
T&P41	Continue air quality monitoring on Lumphinnans Main Street	Lumphinnans	Long	Protective Services
T&P49	Lumphinnans - Implementation of pavement parking possible exemptions and mitigations for displaced parking, subject to member approval	Lumphinnans	Medium	RNM

## **APPENDIX C: Consultation Results, September 2025**

To be Included when September 2025 consultation completed.

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## 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 Cowdenbeath Committee area to Fife-wide objectives. The objectives were later verified by responses to the first Area Transport Plan consultation in 2024. The Area Transport Plan vision is consistent with the LTS for Fair and sustainable access for all.

The proposed Area Transport Planning Objectives for Cowdenbeath 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.

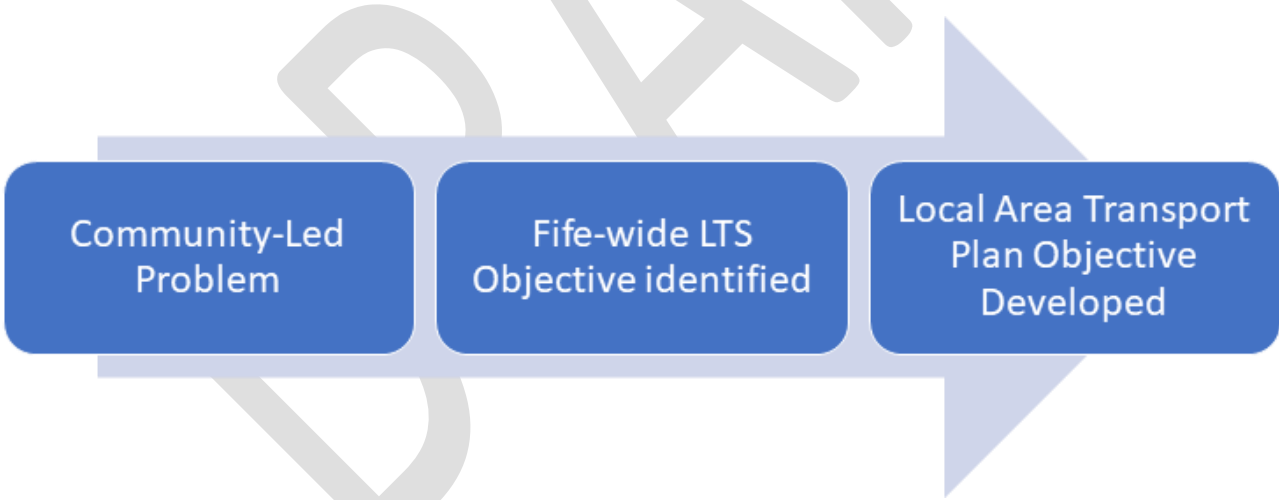


Figure D.1 - Process of converting problems identified by the community into local area transport plan objectives linked to overarching Local Transport Strategy objectives

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

Table D1.- Problems to Objectives Logic Mapping

<b>Moving around ( Active Travel)</b>			
<b>Cowdenbeath Transport Problem</b>	<b>LTS Objective</b>	<b>Specific C_ATP Objective</b>	<b>LTS Priorities</b>
Need a full cycle network, Bike Parking requirements, Need better online mapping of segregated cycle routes	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
Pavements 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 villages, 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.	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
Pavements 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
<b>Public Transport</b>			
<b>Cowdenbeath Transport Problem</b>	<b>LTS Objective</b>	<b>Specific C_ATP Objective</b>	<b>LTS Priorities</b>

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More services to (town outskirts), Frequency of public transport can be an issue, Limited direct bus routes to all towns across the area, People who don't drive are very restricted in terms of where and what time they can go.	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, Live updates at the bus stops, Waiting issues - weather protection and lighting	Objective 3: With partners, increase the proportion of trips by bus to 10% by 2033, from a baseline of 6% in 2019	PT2: Work with partners to increase the affordability and attractiveness of bus travel	Fair access to daily activities
There is no ramp at lochgelly train station just steps. Waiting issues - weather protection and lighting	Objective 7b: Increase the proportion of bus infrastructure, and town centres that meet modern accessibility standards by 20% by 2033 also LTS Action 38 Support partners to deliver step-free access at all Fife railway stations.	PT3: Work with partners to improve accessibility to public transport	Safe and secure travel for all
Electric buses should be invested in.	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
Care and Maintenance in most need of improvement	Objective 18: Retain current transport network transport network condition and availability	PT5: Maintain public transport infrastructure condition and availability	Transport network resilience
<b>Traffic &amp; Parking</b>			
<b>Cowdenbeath Transport Problem</b>	<b>LTS Objective</b>	<b>Specific C_ATP Objective</b>	<b>LTS Priorities</b>
Reduced speed limits in villages.	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-	T&P1: Work with partners to reduce road deaths and serious injuries	Safe and secure travel for all

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	term aim for no road casualties, by 2050.		
Limited parking in village main streets	Objective 11: Support a reduction in vehicle kilometres travelled by 20% by 2030, compared with a 2019 baseline.	T&P2: Support access to local businesses and High Streets	Just transition to net zero
Electric car charging infrastructure needs improved	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	Just transition to net zero
Roads need to be in better condition	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 Cowdenbeath **Local Community Plan**.

These include the following themes and ways in which alignment has been developed.

- Opportunities for all - Tackling Poverty through promotion of active travel, and public transport objectives and actions.
- Thriving Places – The Town Centre, through promotion of active travel, and public transport objectives and actions in these places.
- Inclusive Growth and Jobs – Employment, Improve Town Centre through promotion of active travel, and public transport objectives and actions.
- Community Led Services – Participation, Community Involvement through provision of a Transport and Travel Information Guide with sources of engagement information.