

Local Transport Strategy for Fife 2023-33

Fair, sustainable access for all



Foreword

I am delighted to introduce Fife Council's new Local Transport Strategy, which sets out its vision for fair, sustainable access for all, and its priorities for transport over the next ten years.

The strategy reflects the views of Fife's communities, partners and stakeholders, gathered through extensive consultation.

The strategy sets out how we will tackle some big challenges. The transport system must support Fifiers to get to work, education and health appointments, to tackle poverty and promote economic recovery. And we must transition to net zero emissions and protect our infrastructure to address the Climate Emergency.

Our delivery of the ambitious objectives and actions will empower our communities and encourage investment in Fife.

We want to reduce the need for you to travel and make it easier to walk, wheel, cycle, and take the bus and train. Everyone has a part to play in delivering the strategy, so we look forward to working with you as we strive towards our vision.



Cllr. Altany Craik

Spokesperson – Finance, Economy & Strategic Planning, Fife Council

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1 Introduction

1.1 Purpose

The Local Transport Strategy for Fife sets out Fife Council's vision and priorities for transport for the next ten years, until 2033.

The strategy will help us tackle the most important transport issues by prioritising our operations and investments. This will help us make the most of current and future opportunities, for example grant funding and evolving technology.

This document outlines our vision, objectives and policies. Detailed actions are provided in Appendix A.

1.2 Methodology

The strategy has been developed based on evidence from transport modelling and public data as well as extensive consultation. In total, we undertook 33 stakeholder events and received 1855 responses to our surveys.

We have assessed the effects of the strategy on the environment and on all Fifers in our Strategic Environmental Assessment (Appendix B) and Equality Impact Assessment (Appendix C).

2 Context

2.1 Fife's transport system

We use transport to access our daily activities. In 2019 in Scotland, people made an average of 2.7 trips per day¹ to socialise, commute to work or education, go shopping or attend healthcare appointments. Access improves our physical and mental wellbeing, supports our economy and enables tourism.

Accessing activities online or living close by can reduce the need for us to travel.

The movement of goods (freight and parcels) provides essential supplies for people and businesses.

Fife Council provides a range of transport services and supports other services by working with partners, including Transport Scotland, Regional Transport Partnerships, Network Rail and bus and rail operators (Figure 1).

¹ Transport Scotland (2020) Covid-19 Weekly Transport Trends. Available at: <https://www.transport.gov.scot/news/transport-secretary-comments-on-weekly-transport-trends/> (Accessed: 07 February 2023)

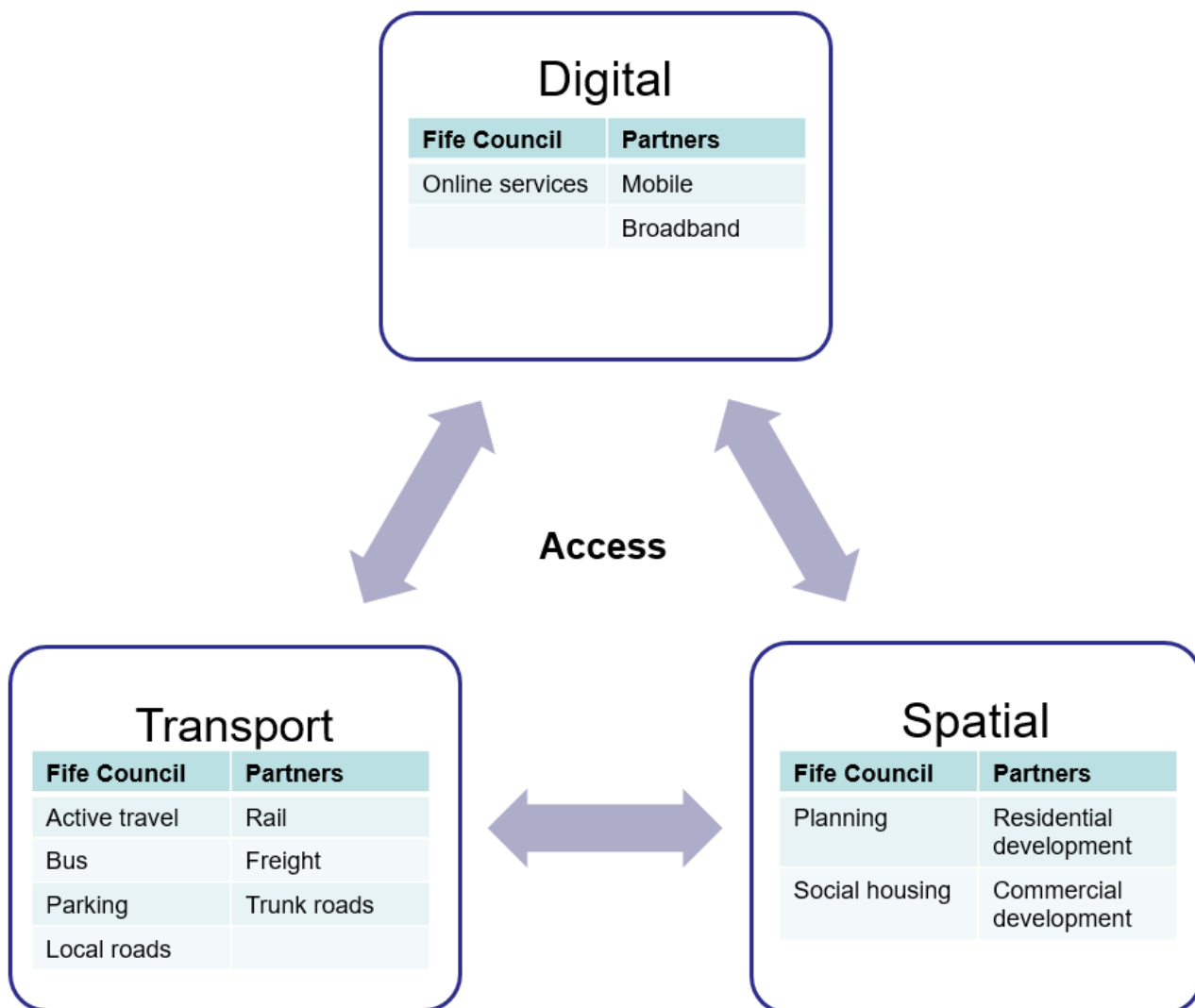


Figure 1. Fife Council's role in providing access to daily activities

This strategy considers the services that Fife Council directly provides and those it delivers in partnership.

2.2 Progress since 2006

Many of the proposals set out in the previous Local Transport Strategy for Fife 2006-2026 have been delivered, including:

- Halbeath Park and Ride
- Levenmouth Rail Link, due to be opened in 2024
- New active travel routes, including links to new schools
- Ongoing delivery of the Strategic Development Area housing developments

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The Queensferry Crossing has also been delivered by Transport Scotland, safeguarding a vital connection.

Despite much progress, most journeys are still made by car (Table 1). Between 2009 and 2019, there was a decline in bus use and only a minor increase in walking.

During the COVID-19 pandemic, walking, wheeling and cycling increased while public transport passenger numbers decreased. Since the pandemic, travel has largely returned to normal, with lower passenger numbers remaining on public transport.

Table 1. Mode of travel in Fife²

Mode of travel	Journeys in Fife (2019)
Car	70%
Walking, wheeling and cycling	20%
Public transport	10%

Walking, wheeling and cycling

Walking, wheeling and cycling is also known as active travel. Wheeling includes the use of wheelchairs, mobility scooters and pushchairs; cycling includes bicycles, adapted cycles and box bikes.

2.3 Policy context

The Local Transport Strategy will help deliver the priorities of the Plan for Fife and National Transport Strategy 2 (Table 2).

² Transport Scotland (2020) Transport and Travel in Scotland 2019. Local Authority Table. Available at: [Transport and Travel in Scotland 2019: Results from the Scottish Household Survey | Transport Scotland](#) (Accessed 26 October 2023)

Table 2. How the strategy supports local and national priorities

Priority	How this strategy supports the priority
Plan for Fife (2017-2027): Fife’s community plan	
Opportunities for all	Increases access to opportunities that support a fulfilling and decent life
Thriving places	Shapes and connects places that promote people’s wellbeing
Inclusive growth and jobs	Increases access to employment, especially in rural areas and Mid-Fife
Community-led services	Based around the needs of service users; focus on community-led delivery
National Transport Strategy 2 (2020): Sets a vision for Scotland’s transport system for the next 20 years	
Reduces inequalities	Provides fair access to activities and improves affordability
Takes climate action	Prioritises the just transition to net zero and climate change adaptation
Helps deliver inclusive economic growth	Increases access to employment, especially in rural areas and Mid-Fife
Improves our health and wellbeing	Improves safety and security and encourages healthy travel choices

The Local Transport Strategy is also closely aligned with other recent and emerging policy (Table 3).

Table 3. Related recent and emerging policy

Document	Purpose
Transport Scotland: Strategic Transport Projects Review 2	Informs strategic transport investment in Scotland for the next 20 years
Scottish Government Update to the Climate Change Plan 2018-2032	Sets out the pathway to targets set by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
South East of Scotland Regional Transport Partnership (SEStran) 2035 Regional Transport Strategy	Provides a framework and direction for transport in the south east of Scotland
Tayside and Central Regional Transport Partnership (Tactran) Regional Transport Strategy	Provides a framework and direction for transport in the Tayside and Central region of Scotland
Fife’s Economic Strategy 2023-2030	Sets out the approach to support Fife’s economy
Climate Fife: Sustainable Energy and Climate Action Plan 2020-2030	Fife's response to the Climate Emergency
Fife Council: Local Development Plan 2	Sets out planning policies and proposals for the development and use of land across Fife

3 Our vision and priorities: Fair, sustainable access for all

Vision: Fife's transport system supports our communities with affordable, seamless and sustainable access to all aspects of our daily lives.

Our vision is supported by the following four priorities.

3.1 Fair access to daily activities

Access to work, education, healthcare, leisure and green space is crucial for our wellbeing and our economy. We will provide opportunities for all by focussing on walking, wheeling, cycling and public transport; and supporting town centres.

3.2 Safe and secure travel for all

Our transport system is for all members of the community. We will focus on improving safety, security and accessibility for all Fifers, especially groups who have previously been disadvantaged using transport.

3.3 A just transition to net zero

Fife Council declared a Climate Emergency in September 2019 and has committed to a just transition to net zero by 2045. We will provide leadership in working with others to decarbonise the transport sector, by encouraging sustainable travel and enabling the roll-out of zero emission vehicles.

3.4 A resilient transport network

Our transport network is crucial to keeping Fife moving. We will focus on maintenance and resilience to keep our infrastructure in good condition and tackle extreme weather caused by climate change.

3.5 Our vision in practice

The Levenmouth Reconnected Programme is an example of how we are working towards our vision. We will provide a step change in sustainable transport infrastructure, with partners, to deliver:

1. Levenmouth Rail Link: Reopening of Leven and Cameron Bridge stations and provision of direct rail services to Edinburgh
2. Levenmouth Connectivity Project: Connecting the communities of Levenmouth with a walking, wheeling and cycling network that is accessible to all, including links to the new railway stations
3. Levenmouth Bus Service Action Plan: Improving bus network connections between the communities of Levenmouth and the new railway stations
4. Levenmouth Reconnected Programme: Grant funding to maximise the social and economic opportunities of the new rail link
5. Engagement and education to encourage the community - especially school children - to walk, wheel and cycle
6. Support community groups to deliver the priorities of the Plan 4 Levenmouth Area Local Community Plan

Figure 2 illustrates our vision in practice.



Figure 2. Our vision in practice

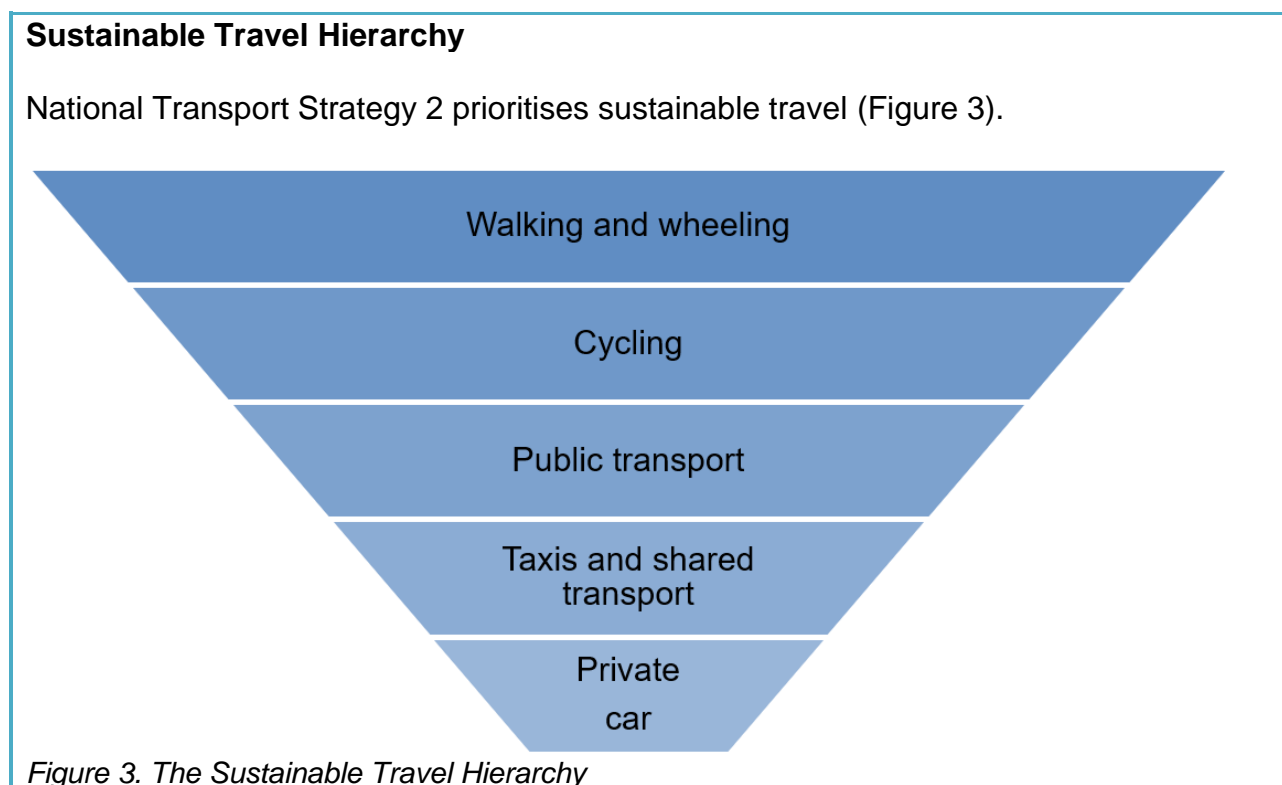
4 Fair access to daily activities

Access to work, education, health services, leisure and green space is crucial for our wellbeing and our economy.

Fife's mixed geography of urban and rural areas means that many people rely on their car to get about. However, cars are expensive. In Fife's most deprived areas, only 60% of households have access to a car, while in the least deprived, 90% have access.^{3,4}

Households in Scotland currently spend approximately 15% of their total expenditure on transport and vehicles.⁵

We acknowledge the role of travel by car in Fife, but we must focus on improving travel by other modes of transport.



Policy 1: Adopt the Sustainable Travel Hierarchy.

³ Scotland's Census (2011) Scotland's Census 2011 Results. Available at: <https://www.scotlandscensus.gov.uk> (Accessed 16 December 2022)

⁴ Scottish Government (2020) Scottish Index of Multiple Deprivation 2020. Available at: <https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/> (Accessed 16 December 2022)

⁵ Transport Scotland (2023) Scottish Transport Statistics 2022. Chapter 10 – Transport Finance. Available at: <https://www.transport.gov.scot/publication/scottish-transport-statistics-2022/chapter-10-transport-finance/> (Accessed 18 May 2023)

This approach supports the Plan for Fife and National Transport Strategy 2 priorities ‘opportunities for all’ and ‘reduces inequalities’.

4.1 Access by walking, wheeling and cycling

Half of journeys in Fife are under 3km,⁶ short enough to be walked, wheeled or cycled within 15 minutes. Active travel is an affordable, low-carbon form of transport, providing local access and links to public transport.

31% of Fifers are classified as obese,⁷ partly due to a lack of physical activity. Walking, wheeling and cycling builds activity into our day and can improve physical and mental wellbeing.

Objective 1: Increase the proportion of trips that are walked, wheeled or cycled to 30% by 2033, from a baseline of 23% in 2019.

70% of consultation respondents find it easy to walk, wheel or cycle for short trips. However, respondents also told us that the network is disjointed; feels unsafe; and lacks cycle parking and wayfinding.

We will set out how we will improve active travel in Fife, including traffic-free routes, parking, wayfinding, bike provision and education, in our upcoming Active Travel Strategy.

Policy 2: Support community groups from all areas to deliver community-led active travel projects.

Policy 3: Support the adoption of new types of personal mobility, for example e-bikes, where they are legal and safe.

4.2 Access by public transport

Fife is served by an extensive rail, bus and demand responsive transport (on-demand minibuses) network. Buses in Fife carried 33.8 million passengers in 2018/19 and annual rail passengers doubled to 6.1 million between 1998 and 2018.⁸

⁶ Transport Scotland (2023) Transport and Travel in Scotland 2021. Local Authority Tables. Available at: [Transport and Travel in Scotland 2021: Results from the Scottish Household Survey](#) (Accessed 28 September 2023)

⁷ Scottish Government (2019) Scottish Health Survey. Available at: <https://scotland.shinyapps.io/sq-scottish-health-survey> (Accessed: 05 October 2023)

⁸ Office of Rail and Road (2022) Estimates of station usage. Available at: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage> (Accessed: 05 October 2023)

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.

Objective 3: With partners, increase the proportion of trips by bus to 10% by 2033, from a baseline of 6% in 2019.

Recent cuts in commercial bus services are a result of changing demand following the COVID-19 pandemic.

Bus Partnership Fund

Fife Council is a member of the Fife Bus Partnership and Tayside Bus Alliance. These partnerships are developing ambitious schemes, including bus priority measures, to improve journey times and reliability across Fife.

We will work with bus operators to improve bus services within our remit through Bus Service Improvement Partnerships.

Demand responsive transport

Go-Flexi and Fife Bus provide on-demand bus services for some rural areas and for people who are not able to access mainstream passenger transport.

Policy 4: Support community transport providers (including minibus services) to complement the public transport system.

Fife Council supports the delivery of the Scottish Government's under 22 and over 60 free bus travel schemes. Fife Council also funds its own rail concession scheme for people over 60 years old, providing discounted travel between Fife stations.

Policy 5: Support:

- Improved integration between transport modes, including ticketing and timetables
- Fair rail fares across Scotland
- Free bus and discounted rail travel for those who need it most.

Public transport is well-suited for regional journeys. Fife has excellent links to Edinburgh, however journeys between West Fife and the Forth Valley and between Fife and Perth take approximately twice as long as by car. There is also no direct rail access to St Andrews.

Objective 4: With partners, reduce public transport journey times between Dunfermline and Stirling and between Glenrothes and Perth by 20% by 2033.

Objective 5: With partners, reduce public transport journey times between St Andrews and Scotland's major towns and cities by 2033.

The increase in rail passengers before the COVID-19 pandemic highlights the potential of rail for regional, centre to centre trips, complementing a local bus network. However, further growth is constrained by the capacity of Fife's railways, and passenger numbers during off-peak times remain low.

Fife Council will work with partners to enhance existing rail routes and support new rail links and stations in Fife. We will also focus on improving access to the rail network via walking, wheeling, cycling and bus in line with Scotland's Railway's Sustainable Travel to Stations strategy.

4.3 Access to town centres

Our town and city centres are evolving, with a decline in retail and a new focus on diversification to include residential, leisure, community and other uses. We will support access to town centres in line with the current FIFEplan policy for 'town centres first'.

Every town centre is different. In line with the Plan for Fife outcomes 'thriving places' and 'community-led services', we will support local communities to improve their town centres in the way that best suits the local place.

Objective 6: Contribute to an increase in footfall in major town and city centres by 10% by 2033.

Evidence shows that pedestrians spend more money in town centres than people arriving by car.¹⁰

Policy 6: Support town centre improvements which favour people and maintain appropriate access for disabled people, emergency services and deliveries.

¹⁰ Living Streets (2018) The Pedestrian Pound. Available at: [pedestrian-pound-2018.pdf \(livingstreets.org.uk\)](#) (Accessed 29 August 2022)

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Parking management, combined with alternative travel options, is a key measure to encourage sustainable transport. We will continue to manage parking supply in major towns and cities to balance economic and sustainable travel priorities.

5 Safe and secure travel for all

Our transport network should be accessible and safe for all members of the community.

Much of Fife's transport system, including all of Fife's bus stations, currently meets modern accessibility standards. However, some barriers remain across our public transport system, town centres and active travel routes. These can encourage private car use or lead to social isolation.

Health and demographics

10% of Fifers have health problems which limit activities 'a lot'. 20% of Fifers are over the age of 65 and this is forecast to increase to 28% by 2038.¹¹

Fife Equality Collective feedback

In March 2022, Fife Council heard feedback on challenges for disabled people at the Fife Centre for Equalities Equality Collective event 'Let's Plan Transport':

- "I get a lift, I have been using the same private taxi now for 20 years as I am disabled (thrombosis) and use crutches to get around. I stopped using the bus as there's big drops and not everyone lowers the access. [Because of this] I fell twice, on the way to college and then work and was covered in mud waist down but still had to work in the café."
- "In our village [East Wemyss] we really value the 13 bus, it is small and accessible and is good for buggies, wheelchairs etc. The conductor waits as you get on, it's really made a difference. You just could not get up the steps that were so high they are nearly your height spiralling up, when you have difficulty even with small steps."
- "From my experience of dealing with mental health and still trying to be active, travelling, going to appointments and so on is so very difficult as there is a lot of information but it's not clear, there's no clear help to get to where you need to go with all the changes"

Objective 7: Increase the proportion of bus infrastructure, active travel infrastructure and town centres that meet modern accessibility standards by 20% by 2033.

This approach aligns with the Plan for Fife outcome 'opportunities for all'.

Policy 7: The recommendations of proportionate equality impact assessments will be considered on all Roads & Transportation projects.

¹¹ Fife Partnership (2020) Fife Strategic Assessment. Available at: https://know.fife.scot/_data/assets/pdf_file/0009/301311/Fife-Strategic-Assessment-2020.pdf (Accessed 05 October 2023)

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We will improve accessibility by enforcing the Transport (Scotland) Act 2019 footway parking ban and delivering a programme of bus stop and active travel accessibility improvements.

The transport system has traditionally been designed to serve commuters travelling to main centres and is less well suited to the varied trips undertaken by carers. This tends to favour predominantly male travel patterns. 60% of consultation respondents identifying as male find it easy to get to their work, education, health or leisure activities, compared with 51% of consultation respondents identifying as female and 50% identifying as another gender. Focussing on the Sustainable Travel Hierarchy and considering all trip types will support gender equality on our transport system.

5.1 Safety and security

Despite significant improvements over the past decades, in 2022, 8 people tragically died and 77 people were seriously injured in road accidents in Fife.

Fife Council shares the vision for road safety set out in Scotland's Road Safety Framework to 2030.

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.

We will continue to work on road safety improvements and encourage safe travel behaviours. We will also update the Fife Council policy on speed limits, taking into account the emerging National Strategy for 20mph.

Many people are discouraged from walking, wheeling, cycling and taking public transport because they feel unsafe from road traffic or anti-social behaviour. 52% of consultation respondents do not feel safe when walking, wheeling or cycling. 27% of respondents identifying as female and 33% identifying as another gender do not feel safe on public transport, compared with 22% of those identifying as male.

Objective 9: Increase the proportion of people who feel safe when walking, wheeling and cycling, and on public transport, by 20% by 2033.

Policy 8: Fife Council believes everyone has the right to travel safely. Any aggressive, bullying or harassing behaviour will not be tolerated on public transport.

6 A just transition to net zero

In September 2019, Fife Council declared a Climate Emergency. We agreed to provide leadership in working with others to seek to achieve a just transition to net zero by 2045. In our Climate Fife: Sustainable Energy and Climate Action Plan (2020-2030) we outlined our vision for a Fife that is:

- Climate friendly
- Climate ready
- Climate just

A just transition to net zero

Net zero emissions means not adding any more emissions to the atmosphere than we remove. A just transition should be fair for all members of the community.

Many consultation respondents are concerned about climate change:

- 72% are concerned about sea level rise, extreme weather and flooding
- 41% consider their carbon emissions when planning a journey
- 63% will consider more sustainable travel in the future

Objective 10: Provide leadership in working with others to reduce Fife's transport emissions by 56% by 2030, compared to a 1990 baseline.

We recognise the ambition of our target. Our current forecasts indicate transport emissions in Fife will reduce by 30% by 2035. We must reduce how much we travel; switch to walking, wheeling, cycling and public transport; and transition to zero emissions vehicles.

Reduced transport emissions will improve air quality in Fife. We will continue to monitor this through the Air Quality Strategy for Fife 2021 – 2025.

In line with the Plan for Fife vision for 'a fairer Fife', our transition to net zero must be just. Many Fifers do not have the luxury to choose different ways to travel and to buy expensive new technologies. Support needs to be focussed on those who need it most and the benefits of the transition must be shared among everyone.

6.1 Traffic reduction

Analysis of Scotland's transport system shows that a reduction in car travel is required to meet decarbonisation targets.¹²

Objective 11: Support a reduction in total car kilometres travelled by 20% by 2030, compared with a 2019 baseline.

Traffic volumes have remained largely constant in Fife since 2006, with a temporary reduction in 2020 due to the COVID-19 pandemic.

This trend must be changed through:

- A reduction in trips
- A switch to walking, wheeling, cycling and public transport

Measures set out in the priority 'fair access to daily activities' will support the reduction in traffic, for example improving digital services, walking, wheeling, cycling and public transport.

New roads encourage people to travel more by car, which in turn leads to more congestion.¹³ We must strike a balance between improving fair access and reducing our emissions.

Policy 9: Do not provide new road capacity unless:

- Other strategic priorities will be significantly disadvantaged or links to new developments are required; and
- The road prioritises walking, wheeling, cycling and public transport; and
- No traffic growth is generated.

6.2 Sustainable developments

Activities and services close to where people live can reduce the need for us to travel. Developments close to existing sustainable transport links, or with new infrastructure built in, can encourage us to travel sustainably. However, many new developments continue to be located and designed to suit car travel.

Fife Council is currently developing a new Local Development Plan, which will set out the planning policies and proposals for the development and use of land across Fife. The

¹² Transport Scotland (2021) Decarbonising the Scottish transport sector. Available at: [Decarbonising the Scottish transport sector | Transport Scotland](#) (Accessed: 05 October 2023)

¹³ Department for Transport (2018) Latest evidence on induced travel demand: an evidence review. Available at: <https://www.gov.uk/government/publications/induced-travel-demand-an-evidence-review> (Accessed: 21 December 2022)

Local Development Plan will be closely aligned with the priorities of the Local Transport Strategy.

Objective 12: All newly approved developments within settlements, with greater than five dwellings or employees, will be accessible by quality active travel and public transport by 2030.

Fife Council is currently investigating which parts of Fife it is possible for residents to meet the majority of their daily needs within a reasonable distance of their homes (known as 20-minute neighbourhoods or local living).

Objective 13: Contribute to an increase in the proportion of 20-minute neighbourhoods in Fife by 10% by 2033.

6.3 Digital access

In May 2023, 39% of the United Kingdom workforce worked from home at least some of the time.¹⁴ 30% of all retail sales are now online. Digital technology can reduce the need for us to travel.

Policy 10: Support the roll-out of broadband and mobile networks to improve digital connectivity.

Policy 11: Support hybrid working and provide online Fife Council services, but maintain appropriate in-person services for those who need them.

6.4 Transition to electric vehicles

There are currently 2300 electric vehicles registered in Fife.¹⁵ The number is forecast to increase to between 25,000 and 100,000 by 2030¹⁶ (up to half of all vehicles).

Fife Council currently provides 140 charging points throughout Fife.¹⁷

¹⁴ ONS (2023) Public opinions and social trends, Great Britain: working arrangements. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/datasets/publicopinionsandsocialtrendsgreatbritainworkingarrangements> (Accessed 26 October 2023)

¹⁵ Department for Transport and Driver and Vehicle Licensing Agency (2023) Licensed vehicles. Available at: <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01> (Accessed: 19 October 2023)

¹⁶ Scottish Power Energy Networks (2021) SP Distribution Future Energy Scenarios: November 2021. Available at: <https://www.spenergynetworks.co.uk/userfiles/file/Annex%20A.6%20-%20SPD%20DFES%20-%20Main%20report.pdf> (Accessed: 17 September 2021)

¹⁷ As of 23 October 2023

New transport technology

New technology offers huge potential to improve our transport system.

Autonomous vehicles	Fully driverless vehicles are likely to be available to some users by the late 2020s, improving safety and allowing those who cannot drive to use a private car.
Battery electric vehicles	Zero emissions cars powered by electrical energy stored in batteries are being rapidly adopted. Increasing ranges of light commercial vehicles and buses are also becoming available.
Hydrogen propulsion	Zero emissions vehicles powered by hydrogen fuel cells are likely to be rolled out for heavy, long-distance vehicles by the late 2020s.
Micromobility	Motorised personal transport devices, such as e-scooters and e-bikes, are being increasingly trialled and adopted.
Mobility as a service	Integrated ticketing and subscription-based transport apps are being increasingly rolled out across Scotland.
Internet of things	Connection of infrastructure and vehicles to the internet, allowing remote data collection and control, is already widely available.

The electricity supply grid limits how much electric vehicle charging infrastructure can be installed. Many houses do not have off-street parking, which means home charging is not currently possible. These issues will be considered in our upcoming Public EV Charging Strategy & Expansion Plan.

Objective 14: Enable appropriate numbers of electric vehicle chargers and levels of reliability to match increasing demand.

Policy 12: Support the transition to zero emissions buses by working with Bus Service Improvement Partnerships.

6.5 Freight

The efficient movement of goods is essential to supporting Fife's economy. Many of Scotland's strategic freight facilities are in Fife, including major distribution centres and ports.

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Most of the freight in Scotland is carried by road, with only 2% of tonnage carried by rail and 27% carried by sea in 2020.¹⁸ We support the decarbonisation of the freight sector, including improved integration of rail and road freight and the roll-out of zero emissions heavy goods vehicles.

The increase in online shopping led to an increase in van emissions of 25% between 2012 and 2019.¹⁹ Many consultation respondents noted the high volumes of freight vehicles, especially in rural villages.

Objective 15: Support partners to reduce truck tonne kilometres by 15% by 2030, compared with a 2019 baseline, while maintaining effective movement of goods.

Policy 13: Support trials of autonomous vehicles, hydrogen vehicles and innovative delivery techniques like drones or box bikes.

6.6 Fife Council's services

Fife Council monitors and reports its carbon emissions as part of its legislative duties. We support national targets to reduce our own carbon emissions, however funding is urgently required to accelerate our transition.

Objective 16: Support the Scottish Government target to purchase no new petrol or diesel light commercial fleet vehicles by the end of 2025.

Objective 17: Reduce transport carbon emissions across Fife Council's services by 75% by 2030, compared to a 1990 baseline, with a view to achieving net zero emissions by 2045. This includes emissions from employee travel and commuting.

¹⁸ Transport Scotland (2023) Scottish Transport Statistics 2022. Dataset for Chapter 3, 7, and 9. Available at: [Scottish Transport Statistics 2022 | Transport Scotland](#) (Accessed: 19 October 2023)

¹⁹ ClimateXChange (2021) Last mile delivery in Scotland. Available at: <https://www.climatexchange.org.uk/research/projects/last-mile-delivery-in-scotland/> (Accessed: 7 September 2021)

7 A resilient transport network

Fife's walking, wheeling, cycling, bus, rail and road infrastructure provides essential connections for our daily activities.

Transport network maintained by Fife Council

Total length of segregated walking, wheeling and cycling routes: 330km

Total length of roads: 2470km

7.1 Road condition

In 2021/22 Fife Council resurfaced 3% of the road network. Approximately 34% of Fife's road network currently needs to be considered for maintenance, which is comparable with the average across Scotland.

Objective 18: Retain current transport network condition and availability from 2023.

Fife Council is investing to reduce the backlog of repairs to the road network. Regular inspections allow us to identify high-risk areas and programme maintenance before defects become a problem, which is better value for money than reactive repairs.

Road defects artificial intelligence

Fife Council is trialling a new artificial intelligence system to support our prioritisation of road maintenance. It is best used to complement existing road inspections.

5% of our bridges are restricted by weight, width or height.

Objective 19: Reduce the number of weight, width or height restricted bridges from 5% in 2023 to 3% by 2033.

Policy 14: Prioritise winter maintenance in line with the priorities of the Local Transport Strategy.

Biodiversity is under threat worldwide. There are opportunities to improve the condition of habitats and protect species around transport infrastructure corridors by reducing

unnecessary road space and increasing planting. This will support the Fife Local Biodiversity Action Plan.

Objective 20: All Fife Council transport projects will deliver biodiversity net gain by 2033.

7.2 Climate change adaptation

Fife's coastlines and rural areas are particularly susceptible to the effects of climate change, and ageing infrastructure, including railways, are not designed to cope with extremes of temperature, rainfall and sea level rise. Fife Council is committed to being 'climate ready', as set out in its Sustainable Energy and Climate Action Plan.

Climate change predictions

- Peak rainfall intensity will increase by 39% by 2080.
- The sea level in the Forth will rise by 0.86m by 2100.
- Peak river flows will increase by 56% by 2100.²⁰

The effects of climate change are already being felt: 56% of consultation respondents have experienced flooding in Fife. Increased flooding and closures will make it harder for people to travel and increase maintenance requirements.

We will work with partners to plan for the current and future effects of climate change. We will define and maintain acceptable levels of risk and take actions outlined in Local Flood Risk Management Plans.

²⁰ SEPA (2023) Climate change allowances for flood risk assessment in land use planning – LUPS-CC1-v3. Available at: <https://www.sepa.org.uk/media/594168/climate-change-guidance.pdf> (Accessed 20 October 2023)

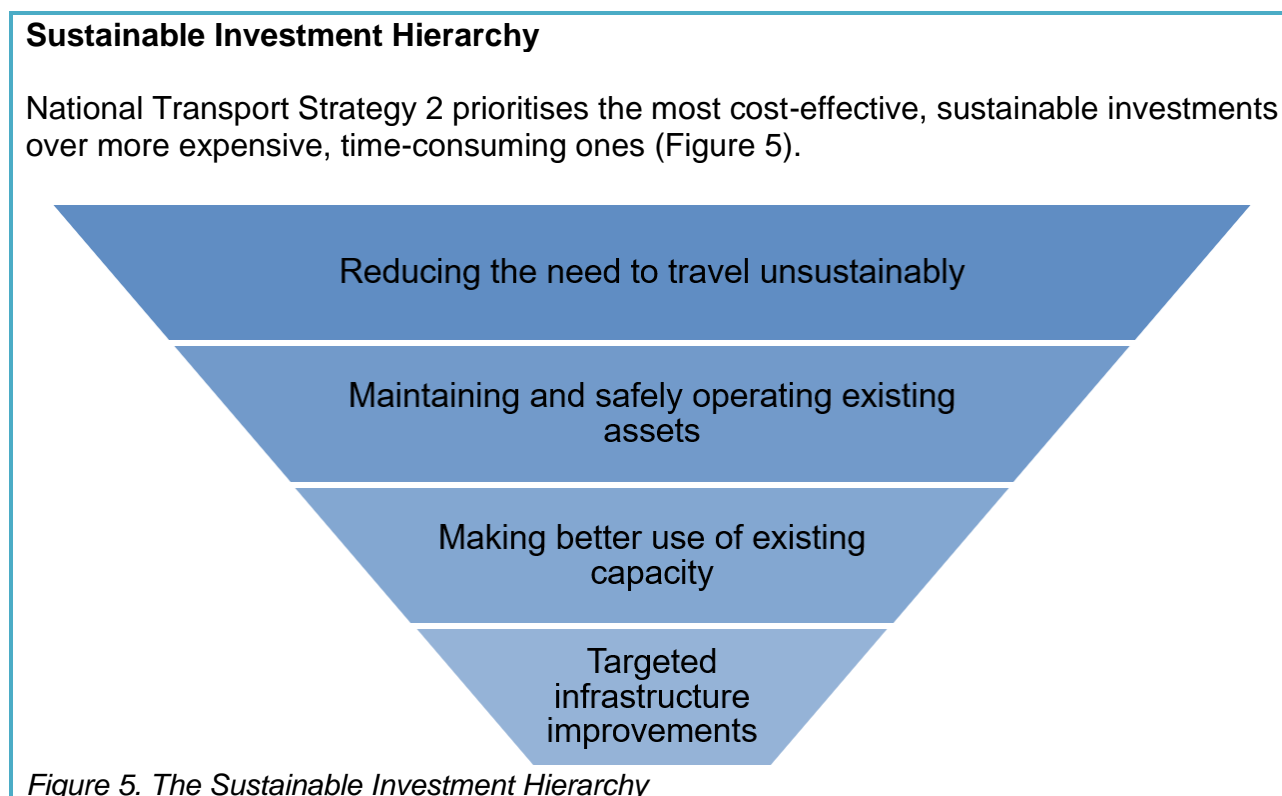
8 Delivering the strategy

8.1 Principles

The strategy sets out an ambitious vision for the future of transport in Fife. This section sets out how we will deliver on our priorities.

8.1.1 Focus on outcomes

Focussing on outcomes, rather than pre-conceived solutions, allows us to deliver measures that provide best value to the community.



Policy 15: Adopt the Sustainable Investment Hierarchy.

Supporting sustainable travel behaviour is the most cost-effective way to meet our priorities. Providing communication campaigns and education programmes, for example school travel plans and Bikeability cycle training enables people to make healthy, sustainable travel choices.

New technology provides opportunities for new sources of revenue for communities.

8.1.2 Community-led services

The Plan for Fife outcome ‘community-led services’ puts people and place at the heart of our decision-making.

Policy 16: Support all of Fife’s communities, including Fife Council Local Area Committees and community groups, to deliver actions from the Local Transport Strategy.

8.1.3 Funding

Delivery of the strategy will require extensive funding and resourcing. This will be met by our service budgets; funding from the Scottish and UK Governments; and other grant funding.

Grant funds often require delivery within a single year, with little time for forward planning. Furthermore, our revenue budgets limit how much new infrastructure we can take on. To allow for effective planning and resourcing, we will work with funders to encourage a pipeline of funding and increased revenue funding.

8.2 Delivery plan

A full list of actions to support our policies and objectives is provided in Appendix A. Fife Council will take opportunities to deliver actions as funding and resources become available.

Delivery of the strategy will be led by Fife Council Roads & Transportation Services. We will develop an annual delivery plan and update on monitoring.

Appendix A Objectives, policies and actions

Fair access to daily activities

Objectives

Reference	Objective
Objective 1	Increase the proportion of trips that are walked, wheeled or cycled to 30% by 2033, from a baseline of 23% in 2019.
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.
Objective 3	With partners, increase the proportion of trips by bus to 10% by 2033, from a baseline of 6% in 2019.
Objective 4	With partners, reduce public transport journey times between Dunfermline and Stirling and between Glenrothes and Perth by 20% by 2033.
Objective 5	With partners, reduce public transport journey times between St Andrews and Scotland's major towns and cities by 2033.
Objective 6	Contribute to an increase in footfall in major town and city centres by 10% by 2033.

Policies

Reference	Policy
Policy 1	Adopt the Sustainable Travel Hierarchy.
Policy 2	Support community groups from all areas to deliver community-led active travel projects.
Policy 3	Support the adoption of new types of personal mobility, for example e-bikes, where they are legal and safe.
Policy 4	Support community transport providers (including minibuses) to complement the public transport system.
Policy 5	Support: <ul style="list-style-type: none"> Improved integration between transport modes, including ticketing and timetables Fair rail fares across Scotland Free bus and discounted rail travel for those who need it most.
Policy 6	Support town centre improvements which favour people and maintain appropriate access for disabled people, emergency services and deliveries.

Actions

Reference	Action	Timeframe
Action 1	Develop an Active Travel Strategy, including a plan for a Fife-wide walking, wheeling and cycling network.	Year 1
Action 2	Deliver the Levenmouth Connectivity Project Active Travel Network and River Park Routes to connect the communities of Levenmouth with a walking, wheeling and cycling network that is accessible for all.	Year 1

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Reference	Action	Timeframe
Action 3	Deliver Bikeability cycle training to places of education and workplaces.	Year 1
Action 4	Support the delivery of the St Andrews MaaSterplan, which will provide on-demand minibus services, shared cycles and a transport booking app.	Year 1
Action 5	Review the Fife Council Travel Plan to help employees travel more sustainably, and support Fife employers to develop travel plans.	Year 1
Action 6	Investigate bus service options contained within the Transport (Scotland) Act 2019, in particular the feasibility of local authority-run buses.	Year 1
Action 7	Develop a guide to prioritising road space for different uses (strategic road space allocation framework).	Year 2-4
Action 8	Consider adopting traffic-free walking, wheeling and cycling routes as part of the public road network, by reviewing our policy on active travel route adoption.	Year 2-4
Action 9	Deliver a shared cycle scheme, mobility hub and/or car club at a transport interchange in Fife, and support schemes by public or private operators. Mobility hubs combine multiple transport options in one location, for example cycle parking, parcel lockers and electric vehicle charging. Car clubs are shared car schemes.	Year 2-4
Action 10	Review Fife Council-subsidised bus services to improve route coverage, frequency and operating hours.	Year 2-4
Action 11	Deliver bus priority lanes and junctions on key routes as part of the Fife Bus Partnership and Tayside Bus Alliance. This action includes the proposed Tay Bridge park and ride.	Year 2-4
Action 12	Improve bus connections with the Levenmouth Rail Link by delivering the Levenmouth Bus Service Action Plan.	Year 2-4
Action 13	Investigate the feasibility of extending Go-Flexi Demand Response Transport Services in rural areas, to complement and enhance the wider bus network.	Year 2-4
Action 14	Trial public transport measures to help people get to work, including on-demand minibuses and mapping of routes to work, in partnership with the Edinburgh and South East Scotland City Region Deal Workforce Mobility project.	Year 2-4
Action 15	Launch a refreshed Fife lift share scheme.	Year 2-4
Action 16	Improve access by walking, wheeling, cycling and bus to Fife Circle railway stations, by delivering the Cross-Forth Transport Appraisal. This action includes the proposed Rosyth railway station park and ride.	Year 2-4
Action 17	Support partners to deliver the Newburgh Transport Appraisal, which proposes reopening Newburgh railway station.	Year 2-4
Action 18	Review the Fife A92 Action Plan with partners, to improve active travel, public transport and road safety on the A92.	Year 2-4
Action 19	Investigate the feasibility of reopening the West Fife Rail Link for passengers between Dunfermline and Alloa.	Year 2-4

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Reference	Action	Timeframe
Action 20	Investigate the feasibility of faster, more direct bus routes between Dunfermline and Stirling and between Glenrothes and Perth.	Year 2-4
Action 21	Support partners to reinstate the passenger and freight ferry service between Rosyth and Europe.	Year 2-4
Action 22	Review the Fife Parking Strategy to provide a vision and action plan for parking in Fife.	Year 2-4
Action 23	Investigate the feasibility of a Low Traffic Neighbourhood as part of the Levenmouth Connectivity Project Active Travel Network. Low Traffic Neighbourhoods promote walking, wheeling and cycling and close some direct vehicle routes in a residential area to improve safety and air quality.	Year 5-10
Action 24	Investigate the feasibility of a town Circulation Plan in Fife. Circulation Plans promote walking, wheeling and cycling and close some direct vehicle routes in a town centre to improve safety and air quality.	Year 5-10
Action 25	Support partners to upgrade the Edinburgh to Perth/Dundee railway lines to improve journey times and increase capacity for freight, as recommended in Strategic Transport Projects Review 2.	Year 5-10
Action 26	Investigate the feasibility of reopening Wormit railway station.	Year 5-10
Action 27	Investigate the feasibility of opening a railway station at Halbeath Park and Ride.	Year 5-10
Action 28	Support partners to extend the Edinburgh & South East Scotland Mass Transit (tram or bus) network to Dunfermline, as recommended in Strategic Transport Projects Review 2.	Year 5-10
Action 29	Investigate the feasibility of a Cross-Forth passenger ferry service from Fife to Edinburgh.	Year 5-10
Action 30	Support partners to deliver the St Andrews Transport Study, which proposes reopening the St Andrews Rail Link.	Year 5-10

Safe and secure travel for all

Objectives

Reference	Objective
Objective 7	Increase the proportion of bus infrastructure, active travel infrastructure and town centres that meet modern accessibility standards by 20% by 2033.
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.
Objective 9	Increase the proportion of people who feel safe when walking, wheeling and cycling, and on public transport, by 20% by 2033.

Policies

Reference	Policy
Policy 7	The recommendations of proportionate equality impact assessments will be considered on all Roads & Transportation projects.
Policy 8	Fife Council believes everyone has the right to travel safely. Any aggressive, bullying or harassing behaviour will not be tolerated on public transport.

Actions

Reference	Action	Timeframe
Action 31	Enforce the ban on footway parking in line with the Transport (Scotland) Act 2019.	Year 1
Action 32	Develop a new Road Safety Action Plan to prioritise road safety improvements and encourage safe driving, in partnership with the Road Casualty Reduction Group.	Year 1
Action 33	Progress Route Accident Reduction Plans to improve road safety on key routes, including the use of innovative technology such as vehicle-activated warning signs.	Year 1
Action 34	Review the Fife Council policy on speed limits, considering the emerging National Strategy for 20mph.	Year 1
Action 35	Improve accessibility and personal security at key bus stops and interchanges across Fife, based on a programme of audits.	Year 2-4
Action 36	Improve accessibility and personal security of key walking, wheeling and cycling routes across Fife, based on a programme of audits.	Year 2-4
Action 37	Investigate the feasibility of re-timing traffic signals to give more priority to walking, wheeling, cycling and public transport; and to improve traffic flows.	Year 2-4
Action 38	Support partners to deliver step-free access at all Fife railway stations.	Year 2-4

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Reference	Action	Timeframe
Action 39	Review the current School Streets trial and consider implementing in other locations across Fife. School Streets restrict non-residential traffic near schools during pick-up and drop-off times to improve safety and air quality for pupils.	Year 2-4
Action 40	Review the Fife Council street lighting policy to provide clarity on how traffic-free walking, wheeling and cycling routes should be lit.	Year 2-4
Action 41	Tackle anti-social behaviour at bus stations by increasing CCTV coverage and providing staff presence.	Year 2-4

A just transition to net zero

Objectives

Reference	Objective
Objective 10	Provide leadership in working with others to reduce Fife’s transport emissions by 56% by 2030, compared to a 1990 baseline.
Objective 11	Support a reduction in total car kilometres travelled by 20% by 2030, compared with a 2019 baseline.
Objective 12	All newly approved developments within settlements, with greater than five dwellings or employees, will be accessible by quality active travel and public transport by 2030.
Objective 13	Contribute to an increase in the proportion of 20-minute neighbourhoods in Fife by 10% by 2033.
Objective 14	Enable appropriate numbers of electric vehicle chargers and levels of reliability to match increasing demand.
Objective 15	Support partners to reduce truck tonne kilometres by 15% by 2030, compared with a 2019 baseline, while maintaining effective movement of goods.
Objective 16	Support the Scottish Government target to purchase no new petrol or diesel light commercial fleet vehicles by the end of 2025.
Objective 17	Reduce transport carbon emissions across Fife Council’s services by 75% by 2030, compared to a 1990 baseline, with a view to achieving net zero emissions by 2045. This includes emissions from employee travel and commuting.

Policies

Reference	Policy
Policy 9	Do not provide new road capacity unless: <ul style="list-style-type: none"> • Other strategic priorities will be significantly disadvantaged or links to new developments are required; and • The road prioritises walking, wheeling, cycling and public transport; and • No traffic growth is generated.
Policy 10	Support the roll-out of broadband and mobile networks to improve digital connectivity.
Policy 11	Support hybrid working and provide online Fife Council services, but maintain appropriate in-person services for those who need them.
Policy 12	Support the transition to zero emissions buses by working with Bus Service Improvement Partnerships.
Policy 13	Support trials of autonomous vehicles, hydrogen vehicles and innovative delivery techniques like drones or box bikes.

Actions

Reference	Action	Timeframe
Action 42	Deliver a communications campaign to improve air quality by discouraging engine idling.	Year 1

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Reference	Action	Timeframe
Action 43	Develop a Public EV Charging Strategy & Expansion Plan, to enable the private sector and community groups to install and operate electric vehicle charge points.	Year 1
Action 44	Trial on-street residential electric vehicle chargers, where they are safe and do not obstruct footways.	Year 1
Action 45	Progress the roll-out of zero emissions fleet vehicles and install electric vehicle charge points at Fife Council buildings.	Year 1
Action 46	Develop a plan to transition to net zero transport in Fife, including analysis of options for meeting our climate targets.	Year 1
Action 47	Recycle the majority of road materials, and trial the use of alternative recycled materials on infrastructure projects.	Year 1
Action 48	Deliver a communications campaign to encourage a reduction in car travel, using the Transport Scotland 20% Traffic Reduction Toolkit.	Year 2-4
Action 49	Consider including the following policies in Fife Council's Local Development Plan 2: <ul style="list-style-type: none"> • New developments should be located where they minimise the need to travel, with higher density dwellings near existing sustainable transport links and the provision of local services (Transit-Oriented Development and 20-minute neighbourhood/local living principles). • All new developments (with greater than five dwellings or employees) must include sustainable transport, including active travel and public transport. • Funding from developers (developer contributions) should be used to fund sustainable transport interventions. • Developers must subsidise public transport services in new developments until passenger numbers can support a commercial service. • Reduce maximum parking spaces allowed in some types of new development and support developments with no or low levels of parking. 	Year 2-4
Action 50	Deliver active travel, public transport and road links to serve housing development in Dunfermline, through the Dunfermline Strategic Transport Intervention Measures.	Year 2-4
Action 51	Review what transport infrastructure is required to support Strategic Development Areas during the development of Local Development Plan 2.	Year 2-4
Action 52	Investigate the feasibility of upgrading the Rosyth Dockyard Branch Line, with partners, to improve rail freight access to the proposed Forth Green Freeport at Rosyth.	Year 2-4
Action 53	Map freight routes to identify where trips could be consolidated or combined, in partnership with freight operators.	Year 2-4
Action 54	Measure embodied carbon in all transport projects.	Year 2-4
Action 55	Include carbon as a criterion in procurement processes, to encourage suppliers and contractors to reduce carbon emissions.	Year 2-4

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Reference	Action	Timeframe
Action 56	Support the electrification of Fife's railways by modifying Fife Council-owned infrastructure, including road bridges.	Year 5-10
Action 57	Promote the uptake of low emissions taxis by investigating options for funding, incentives and charge points.	Year 5-10
Action 58	Investigate the feasibility of a multi-modal freight logistics centre in mid-Fife. This could include rail freight, hydrogen refuelling, electric vehicle charging and driver welfare facilities.	Year 5-10

A resilient transport network

Objectives

Reference	Objective
Objective 18	Retain current transport network condition and availability from 2023.
Objective 19	Reduce the number of weight, width or height restricted bridges from 5% in 2023 to 3% by 2033.
Objective 20	All Fife Council transport projects will deliver biodiversity net gain by 2033.

Policies

Reference	Policy
Policy 14	Prioritise winter maintenance in line with the priorities of the Local Transport Strategy.

Actions

Reference	Action	Timeframe
Action 59	Deliver the Local Flood Risk Management Plans, in partnership. Measures to reduce the risk of flooding include natural drainage using planting, improvements to river catchments and a risk-based approach to road drainage maintenance.	Year 2-4
Action 60	Use technology to monitor transport infrastructure in extreme weather. For example, blocked drainage or landslides could be identified early using technology such as satellite data or remote monitoring.	Year 2-4
Action 61	Develop a climate change adaptation action plan, setting out our approach to protecting the transport network from the effects of extreme weather.	Year 2-4
Action 62	Commence a regime for inspecting and maintaining walking, wheeling and cycling infrastructure.	Year 2-4
Action 63	Develop a biodiversity action plan, setting out our approach to improving biodiversity across the transport network, including maps of available space for planting.	Year 2-4
Action 64	Deliver a programme of bridge improvements to reduce weight restrictions and improve walking, wheeling, cycling, bus and freight routes.	Year 5-10

Delivering the strategy

Policies

Reference	Policy
Policy 15	Adopt the Sustainable Investment Hierarchy.
Policy 16	Support all of Fife's communities, including Fife Council Local Area Committees and community groups, to deliver actions from the Local Transport Strategy.

Actions

Reference	Action	Timeframe
Action 65	Develop community-led local Area Transport Plans.	Year 1